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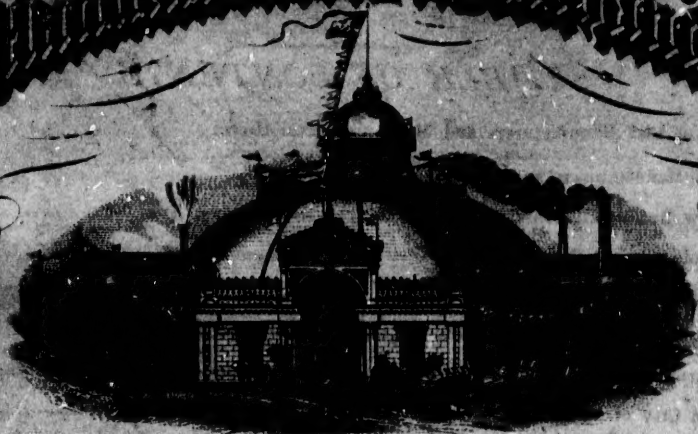
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PUBLIC OPENING

SEPTEMBER 27TH

NEW BRUNSWICK

Manufacturers & Mechanics



EXHIBITION

TO BE HELD UNDER THE AUSPICES OF THE

MANUFACTURERS, MECHANICS ASSOCIATION.

1875

OFFICE, 234

PRINCE ST

SPRING 24

W. B. 132 Via Cornwall St

P R E F A C E.

The Publisher regrets that in the short time allowed him for preparing and printing this book, he has not been able to obtain as full information of as late a date as he could have wished. But he believes that the facts and figures presented in the following pages will do something towards placing the Manufactures of New Brunswick in their true position, and stimulating the ambitions of an already enterprising people, which are the main objects of the work, and he trusts that in view of this any minor defects will be overlooked.

He cannot close these remarks, however, without complimenting his printers, Messrs. H. CHUBB & Co., upon the remarkable rapidity with which the work has been pushed through by them, and the careful manner in which every detail has been carried out.

IRA CORNWALL, Jr.,

Editor and Publisher.

St. John, N. B., September 1st, 1875.

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ERRATA.—Some Typographical errors occur on page 29 in the last two lines,—less should read less, and commend should read commend.

On page 51 the statistics relate to the year ending June 1874, instead of 1864, as stated at the head of the table.

On page 75 description of Girard Avenue Bridge, should read 1000 feet long, instead of 100 feet.

NOTE.—On account of the difficulty of preparing the first M. & M. Prize List ever issued in this Province, and the hasty manner in which the work had to be performed, it is not to be wondered at that some errors and omissions have occurred. The managers of the Exhibition, however, will be prepared to avoid any dissatisfaction by giving diplomas, where merited, to any manufactured articles not enumerated in the Catalogue. All such articles will be classed in the section to which they most nearly correspond.

N O T I C E.

All Railroad and Steamboat lines to St. John, will convey goods to the M. & M. Exhibition at the regular freight charges, and return them free, provided they do not change hands, to be shown by certificate from the Secretary to that effect. They will also issue EXCURSION RETURN TICKETS from all points to St. John, commencing Sep. 25th up to the 30th, good to return until and including Monday October 4th.

The Secretary will furnish certificates by which Exhibitors may obtain return tickets, good for a reasonable time, before and after the above dates.

The N. B. Advisory Board hope to make arrangements, by which the entire cost of transportation to St. John, on articles which are selected for the N. B. collection for the International Exhibition, will be refunded to the Exhibitor.

PRIZE LIST

OF THE

NEW BRUNSWICK

Manufacturers' & Mechanics' Exhibition,

1875.

TO BE HELD IN THE CITY OF SAINT JOHN, N. B.

UNDER THE AUSPICES OF THE

MANUFACTURERS' & MECHANICS' ASSOCIATION.

PUBLIC OPENING SEPT. 27th,

TO CONTINUE ONE WEEK OR MORE.

OPEN TO THE PROVINCE.

IRA CORNWALL, JR., SECRETARY.

Office.

23 Prince William Street

SAINT JOHN, N. B.

H. Chubb & Co., Printers.

PRIZE LIST

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1875

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IRA CORNWALL, JR., SECRETARY

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NEW BRUNSWICK
MANUFACTURERS' AND MECHANICS' EXHIBITION.

RULES AND REGULATIONS.

1.—All entries must be made on printed forms which may be obtained of the Secretary free of charge, on application by mail or otherwise. These forms are to be filled up, signed by the exhibitor and sent to Ira Cornwall, jr., Secretary, St. John.

Latest dates for entries will be as follows:

2.—**For any Machinery requiring Motive Power**, not later than the 27th August, and as much before as possible, to enable the Machinery Committee to make their arrangements.

3.—**For all other articles** not later than 8th September, to enable the Building Committee to allot the space.

4.—**Exhibitors are particularly requested to take notice that it is essential that the entries be made at the dates above mentioned, in order to allow time for carrying out the various details. After these dates no entry will be received, and the entry paper will be returned to any person forwarding it.**

5.—On entry of each article, a card will be furnished the exhibitor specifying the class, the section, and the number of the entry; which card must remain attached to such article during the exhibition.

6.—Manufacturers are requested to label their articles or machines with name of the article or machine, its use, and any other information desirable to be made public.

7.—**Extra Entries.**—Every article must be entered under some one of the headings in the regular list, when possible; but if any article is of a distinct character from anything specified in the list, it may then be entered in the extra section of that class with which it most nearly corresponds. No article, however, will be allowed to be entered as an extra for want of sufficient quantity or number, or any other similar defect, when of the same kind or variety as anything named in the list.

8.—In all classes, entries must be made in the name of the manufacturers only, and by such manufacturers themselves in person, or their agents duly authorized. If any person shall enter an article for exhibition, as manufactured by himself, when it has not really been so, he shall forfeit any premium which may be awarded the article.

9.—In all the departments the competition is open to exhibitors from any part of the Province.

10.—All articles for exhibition must be *in the building* on or before Saturday, 25th September, at 9 p. m., at which hour the doors will be closed. Exhibitors of moving machinery and other heavy articles are requested to have them in the building during the early part of the week preceding the exhibition.

11.—No person shall be allowed to enter for exhibition more than one specimen in any one section of a class unless the additional article be of a distinct variety or pattern from the first.

No exhibitor shall be awarded more than one prize in any one section of the same class.

12.—Exhibitors must provide for the delivery of their articles at the exhibition buildings. The Association will not in any case make provision for their transportation or be subjected to any expense therefor, either in their delivery at or return from the buildings; all the expenses connected therewith must be provided for by the exhibitors themselves.

13.—Exhibitors will give the necessary personal attention to whatever they may have on exhibition, and take entire charge of and remove the same immediately on close of the exhibition.

14.—No articles exhibited will be allowed to be removed from the buildings till the close of the exhibition, (Monday, Oct. 4th,) under the penalty of losing any premiums that may have been awarded, and it is requested that exhibitors arrange to let their articles remain a longer time if it is considered advisable to keep the exhibition open.

15.—Articles not accompanied by their owners may be addressed to the care of the Secretary of the exhibition, who will receive them on their being delivered at the buildings; but in no case will such articles be brought to the buildings and placed on exhibition, except only at the expense of the owners or their authorized agents.

16.—Exhibitors on arriving with their articles, will apply to the Superintendent of the exhibition, who will be stationed within the entry door, and will inform them where the articles are to be placed.

17.—While every possible precaution, under the circumstances, will be taken to insure the safety of articles sent to the exhibition, yet it is to be distinctly understood that the owners must themselves take the risk of exhibiting them, and that should any article be accidentally injured, lost or stolen, all the assistance possible towards the recovery of the same will be given, BUT NO PAYMENT FOR THE VALUE THEREOF SHALL BE MADE.

18.—**Admission to Buildings.** Each exhibitor on application to the Secretary will be entitled to a season ticket (at reduced rates), admitting him to the buildings at all times during the exhibition. These tickets to be available only at the exhibitors' entrance.

19.—The entry tickets upon articles will admit the person bringing them to the buildings for exhibition along with such articles, without the use of any other ticket.

20.—Upon application to the Secretary necessary attendants upon articles belonging to the exhibitors, will be furnished with admission tickets with their names written upon them, which WILL BE GOOD TO THE PERSONS WHOSE NAMES THEY BEAR, AT THE EXHIBITORS' ENTRANCE ONLY.

20.—The admission will be by means of Registering Turnstiles, and each person will be required to be provided with the proper change or ticket before entering.

21.—Steamboats, Railroads, &c. The Association will make such favorable arrangements as are found practicable with Steamboat and Railroad proprietors for carrying articles and passengers at reduced rates.

22.—Judges and their Duties. The Judges will be appointed according to the following form as adopted by the general meeting of manufacturers' and mechanics held in St. John, on May 25th, 1875:

A.—The selection of Judges for each department to be made by the exhibitors in that department, providing all of the exhibitors in such department can agree.

B.—In event of any one or more of the exhibitors in any department differing from the others, then, when the number of exhibitors in such department shall not exceed four, each of the said exhibitors shall send to the Executive Committee the names of two persons for Judges. And in event of the number of exhibitors in a department exceeding four, then each of them shall send in to the Executive Committee the name of one person, and the Executive Committee select the Judges for each department from the names so sent in to them.

C.—The exhibitors, in cases where they have sent in names as aforesaid to the Executive Committee, shall have the right to appear before that committee to state their objections to the appointment as Judges of any of the persons whose names shall have been sent in to the Executive Committee.

D.—In all cases where the exhibitors in any department shall fail to appoint Judges in any department at the time fixed upon by the Executive Committee for such purpose, then such appointment shall be made by the Executive Committee.

23.—The Judges elected will receive a circular, informing them of the fact, and inviting them to act.

24.—The Judges are requested to report themselves at the Secretary's office, presenting their circular of appointment, immediately on their arrival at the buildings.

25.—The Judges will meet at the Committee room on Monday, Sept. 27th, at 10 o'clock, a. m., for the purpose of organizing and immediately entering upon their duties, and will then be furnished with the Committee books containing the numbers of entries in each class. On receiving their class-books, they will also be furnished with blank prize tickets, which they will fill up and affix in each section as soon as they shall have finally determined their awards.

26.—In addition to the stated premiums offered for articles enumerated in the list, the Judges will have the power to award discretionary premiums for such articles, not enumerated, as they may consider worthy. The Judges may also distinguish such articles as they consider deserving of notice, but which have not received prizes by tickets with the words "Highly Commended," or "Commended," upon them. These tickets will not entitle the holder to any prize.

27.—*In the absence of competition in any section, or if the articles exhibited be of inferior quality, the Judges are instructed to award only such prizes as they think the article deserving of.* They will exercise their discretion as to whether they will award the first, second, third or any prizes.

28.—Under "Extras" in each of the classes, when more than one entry of the same kind of article has been made, they will be judged as in competition for first and second prizes, the same as though they had been in regular sections, and when but one such entry has been made, the article, if worthy, shall be awarded a first or second prize. The Judges, however, are instructed not to award prizes in either the "regular" or "extra" sections of any class, unless the articles come up to the desirable "standard of excellence."

29.—Each award must be written in a plain, careful manner, on the blank page opposite the number of the entry.

30.—ANY PERSON WHO SHALL ATTEMPT TO INTERFERE WITH THE JUDGES WHILE IN THE DISCHARGE OF THEIR DUTIES, OR, WHO SHALL AFTERWARDS, ON THE PREMISES OF THE ASSOCIATION, USE ANY CONTEMPTUOUS OR ABUSIVE LANGUAGE TO ANY JUDGE IN CONSEQUENCE OF ANY AWARD MADE BY HIM, SHALL FORFEIT HIS RIGHT TO ANY PRIZES TO WHICH HE MIGHT OTHERWISE BE ENTITLED.

31.—The Judges shall, in the execution of their duties, be careful to act with the most rigid impartiality; shall make their entries in a clear and conspicuous manner, in all cases of doubt or difficulty referring freely to the Secretary or the Executive; and when they have completed their reports shall sign and deliver them to the Secretary.

32.—The judges in awarding premiums are particularly requested to look to the *actual practical use* of articles exhibited and not to the degree of extra finish or ornamentation of such articles.

Judges will please report all cases of interference with their deliberations and refusal of exhibitors to comply with their requirements.

All protests against the decision of the judges must be sent in writing to the office of the Secretary, not later than Wednesday, 29th September, before 10 o'clock a. m.

33.—A superintendent will be appointed, who will see that each article is put in the place assigned to it,—he will attend upon the judges,—point out to them each section of the class, and take care that they are not interfered with by any one during the inspection; when the judges have made their report, he will cause the premium cards to be affixed to the articles, strictly in accordance with the said report.

34.—All exhibitors are required to meet at the Secretary's office in the buildings, on Saturday, 25th September, at 3 p. m., to select the judges for their several departments.

35.—**Motive Power, Main Shaft and Pulleys** will be furnished free of charge, but each exhibitor will require to furnish his own counter shafting, pulleys, and belting from main shaft.

36.—**The General Superintendent.**—The General Superintendent will have the entire supervision of the buildings and the arrangements of the exhibition. He will have an office in the building, where all parties having enquiries to make in relation to the arrangements will apply.

37.—**Fraud.**—Upon the discovery of any fraud, deception or dishonest practice, either in the preparation, ownership or of any representation concerning any article exhibited, which may have affected, or may have been intended to affect the decision of the judges, the Association shall have the power to withhold any prize awarded.

38.—The following resolutions, passed at public meetings of manufacturers and mechanics, are published for the information of exhibitors:

A.—“That the Exhibition be confined to the Province of New Brunswick, but that if there is any spare room manufacturers from other Provinces be allowed to exhibit, but not to compete, and in the event of there still being spare room importers be allowed to exhibit NOVELTIES.

B.—“That no money prizes be offered, but that first and second class diplomas be awarded, and the third class receive honorable mention.

C.—“Regarding articles wholly or partially manufactured in the Province. That each exhibitor be required to file a certificate with the judges as to what part is of his production, and the judges to give the preference, other things being equal, to articles wholly made in the Province over those any part of which may have been imported.”

PRIZE LIST.

GENERAL CLASSIFICATION.

- CLASS 1.—Cabinet and other Wood Work, Manufacture of Hair, Surgical Appliances, Musical Instruments, &c.
- “ 2.—Carriages, Sleighs, parts thereof, &c.
- 3.—Machinery, Castings, Manufactures of Metal, Tools and Fittings, Clocks, Watches, &c.
- “ 4.—Building Materials, Pottery, Tiles, Slates and Slate Manufactures, Glassware, &c.
- “ 5.—Agricultural Implements of all kinds.
- “ 6.—Architectural, Mechanical and other Drawings, Portraits and other Paintings, Decorative Painting, Japonnery, Sculpture, Statuary, Engraving, Lithography, Photography, Materials used in the Fine Arts, &c.
- “ 7.—Paper, Printing, Book-binding, Manufactures of Paper, &c.
- “ 8.—Leather, Manufactures of Leather, Boots and Shoes, Trunks, &c.
- “ 9.—Oils, Varnishes, Chemical Manufactures and Preparations, &c.
- “ 10.—Economic Geology and Natural History.
- “ 11.—Soap, Groceries, Provisions, Tobacco, Crackers, &c.
- “ 12.—Woollen, Flax, and Cotton Goods, Fishing Tackle, Furs, Wearing Apparel, Oil Clothing, &c.
- “ 13.—Ladies' Department.
- “ 14.—Domestic Manufactures.

In all sections marked thus* only one diploma will be awarded or honorable mention made, as the case may require.

In all other sections first and second class diplomas will be awarded, and honorable mention made of third prize articles.

In all cases where an exhibitor takes more than one prize in the same class the Executive reserve the right to cover all such awards by the issue of one diploma.

For further particulars, see Rules and Regulations.

PRIZE LIST.

CLASS I.

Cabinet and other Wood Work, Surgical Appliances, Musical Instruments, &c.

- | SEC. | SEC. |
|---|--|
| 1.—Set of Bedroom Furniture. | 39.—Wooden Pumps for Farm, Ship, or other use, and assortment. |
| 2.—Cheap set of Bedroom Furniture, price, workmanship and materials to be considered. | 40.—Figure Head. |
| *3.—Specimens of Dining Room Furniture, not less than three different articles to be exhibited. | 41.—Assortment of Ships Carving. |
| 4.—Specimens of Drawing-Room Furniture, not less than four different articles to be exhibited. | 42.—Assortment of Patterns of Machinery Gears. |
| 5.—Set of cheap Drawing-Room Furniture, Price, workmanship and Materials to be considered. | 43.—Assortment of Patterns of Architectural Iron Work. |
| 6.—Specimens of Furniture suitable for Workmen's Dwellings. | 44.—Assortment of Patterns for Steam Engines. |
| *7.—Wardrobe. | 45.—Assortment of Patterns for Brass Work. |
| 8.—Specimens of Office Furniture. | 46.—Models of Hulls of Sailing or Steam Vessels, an assortment. |
| 9.—Set School Furniture. | 47.—Models of Steam and Sailing Vessels, a collection. |
| 10.—Set Ships' Furniture. | 48.—Pleasure Sailing Boat. |
| *11.—Wood Seat Chairs. | 49.—Row Boats. |
| 12.—Cane Seat Chairs. | 50.—Wooden Canoes. |
| *13.—Invalid Bed. | 51.—Bark Do. |
| *14.—Spring Bed. | *52.—Assortment of Rustic Work. |
| *15.—Hair Mattresses. | 53.—Models of Buildings, an assortment. |
| *16.—Flock Mattresses. | 54.—Turner's Work for Building Purposes, an assortment. |
| 17.—Specimens of Upholstering. | 55.—Turner's Work for Domestic or other purposes than Building, an assortment. |
| *18.—Specimens of Jig Saw Work. | 56.—Wheelbarrows for Garden or Contractors' use, one of each. |
| 19.—Scrolls and Fret Work, Amateur. | 57.—Specimens of Tinnets for Butter or Lard, an assortment. |
| *20.—Specimens of Wood Turning. | 58.—Water Filter. |
| *21.—Specimens of Furniture Carving. | 59.—Specimens of Boxes for Cheese, an assortment. |
| 22.—Inlaid Veneer Work. | 60.—Assortment of Willow Ware, not less than six specimens. |
| 23.—Chimney Piece in Wood. | *61.—Specimens of Corn Brooms, Dusters, etc., six of each kind. |
| 24.—Specimens of Picture Frames. | *62.—Specimens of Hair, Cloth, Shoe, Horse, Black Lead and Scrubbing Brushes, etc., an assortment. |
| 25.—Specimens of Mirror or other Carved and Gilt Frames. | *63.—Specimens of Hair Brooms, Dusters, etc., an assortment. |
| 26.—Specimens of Cabinet Work, in Gilt. | *64.—Specimens of Painters and White Wash Brushes, an assortment. |
| 27.—Specimens of Coopers Work, in Kegs, Barrels and Casks. | *65.—Splints, Bandages, and other Surgical Appliances, an assortment. |
| 28.—Handles for Carpenters', Blacksmiths' and Masons' Tools, Pickaxes, &c., an assortment. | 66.—Hall or Room Door with Architraves complete, Mixed or Inlaid Woods. Design and Workmanship considered. |
| 29.—Turned Tubs and Pails, three of each, Commercial samples. | 67.—Specimens of Windows or Blinds, embodying improvements in arrangement. |
| *30.—Washing Machine. | |
| *31.—Wringing Machine. | |
| *32.—Clothes Pins, an assortment. | |
| *33.—Factory Bobbins. | |
| *34.—Mangle. | |
| 35.—Boot and Shoemaker's Lasts and Trees, an assortment. | |
| *36.—Shoe Pegs, an assortment. | |
| *37.—Ribbon Pegs. | |
| 38.—Specimens of Ship Blocks, an assortment. | |

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SEC.

- 68.—Specimen of Improved Warehouse Shutters.
- 69.—Specimens of machine made Doors, Windows, Architraves, Skirting, Moulding, etc.
- 70.—Grand Piano.
- 71.—Square Piano.
- 72.—Cottage Piano.

SEC.

- 73.—Church Pipe Organ.
- 74.—Cabinet Organ, as a wh He.
- 75.—Cabinet Organ, power and musical qualities considered.
- 76.—Violin.
- 77.—Best Assortment of Musical Instruments.

CLASS II.**Carriages and Sleighs, and parts thereof, &c.**

SEC.

- 1.—Covered Phaeton.
- 2.—Open Phaeton, two seats.
- 3.—Open Phaeton, single seat.
- 4.—Basket Phaeton.
- 5.—Top Buggy.
- 6.—Carryall.
- 7.—Two Seated Open Waggon.
- 8.—Piano Waggon, two seated.
- 9.—Concord Waggon, two seated.
- 10.—Concord Waggon, one seat.
- 11.—Road Waggon, single seat.
- 12.—Road Waggon, half-seat.
- 13.—Farm Waggon for one or two horses.
- 14.—Express Waggon.
- 15.—Skeleton Waggon.

SEC.

- 16.—Track Sulkey.
- 17.—Two-Horse Coach.
- 18.—Dump Cart or Waggon.
- 19.—Sleven.
- 20.—Two-Horse covered Sleigh.
- 21.—One-Horse Sleigh.
- 22.—Double Seated Sleigh for one or two horses.
- 23.—Single Seated Sleigh for one or two horses.
- 24.—Trotting Sleigh.
- 25.—Carriage Wheels, Spokes, Hubs, Rims, and Felloes, unpainted.
- 26.—Bent Shafts, Top Covers, Seat Rails, etc., an assortment.

CLASS III.**Machinery Casting, Manufactures of Metal Tools and Fitting, &c.**

SEC.

- 1.—Steam Engine, stationary not less than 10 horse power.
- 2.—Steam Engine, portable, with boiler complete.
- *3.—Donkey Engine for hoisting purposes.
- 4.—Steam or Power Fire Pump for steamboat or factory use.
- *5.—Fire Escape.
- *6.—Warehouse Hoisting Machine.
- 7.—Iron Planer.
- *8.—Self-Acting Screw Cutting Lathe.
- 9.—Brass Finishers Lathe, with Iron
- 10.—Screw bolt cutting machine. [shears.
- 11.—Planing Machine for Wood.
- 12.—Turning Lathe for Wood.
- 13.—Arbor, and mounting complete.
- *14.—Shingle Machine.
- 15.—Clapboard Machine.
- 16.—Circular Board Mill with complete.
- 17.—Clapboard Planers and Butters.
- 18.—Morticing Machine.
- *18.—Tenoning Machine.
- 19.—Upright shaping Machine.
- 20.—Cracker Machine.
- 21.—Dough Mixing Machine.
- 22.—Bakers' Break Machine.

SEC.

- 23.—Bakers paste gigger.
- 24.—Shoemaker's Rolling Machine.
- 25.—Machine for Jointing and forming Heads of Casks.
- 26.—Stave Jointer and Stave Dressing Machine.
- 27.—Steam Fitters' Vice.
- *28.—Water Wheel of improved construction in model or otherwise.
- *29.—Bark Mill.
- 30.—Photographers Rolling Machine.
- 31.—Knitting Machines.
- *32.—Sewing Machine for family use with fittings complete.
- *33.—Cheap Sewing Machine for family use, price, workmanship and simplicity considered.
- *34.—Sewing Machine for Manufacturing purposes.
- 35.—Looms.
- 36.—Carding Machines.
- 37.—Assortment Rolled plate iron.
- *38.— " Merchant bar iron.
- 39.—Assortment of Ornamental Iron Railings.
- 40.—Assortment of Cast Iron Furniture.
- 41.—Assortment Iron Bedsteads.

*Sec.

- 42.—Assortment of Cooking Stoves.
- 43.—Assortment of Heating Stoves.
- 44.—Coal Grate, with setting and fittings complete.
- 45.—Register Grate.
- 46.—Assortment of Register Grates.
- 47.—Iron Mantle.
- *48.—Hot Air Furnace.
- *49.—Fittings for Steam or Hot Water Heating Apparatus, an assortment.
- *50.—System of Warming and Ventilating Buildings, illustrated by model or drawings.
- *51.—Specimen of Locomotive and Railroad Car Castings, not less than six articles, including Locomotive Cylinder Axle Box and Guard.
- *52.—Pair of Railroad car wheels.
- 53.—Castings for general building purposes, an assortment.
- 54.—Specimen of Castings for Millwright and Machinists work, including pulleys and gearing.
- 55.—Specimen of shafting on length with hangers and couplings.
- 56.—Stove Hollow Ware, an assortment.
- 57.—Stocks, Dies and Taps.
- 58.—Skates, an assortment.
- *59.—Portable Forge and Bellows.
- *60.—Augers, Bits and Boring Tools for wood, an assortment.
- 61.—Saw Gummer.
- 62.—Planes, an assortment.
- *63.—Axes and Adzes, an assortment.
- 64.—Hammers, Mauls, and Picks, an assortment.
- *65.—Edge and other Tools for Carpenters, Coopers, Shoemakers, &c., an assortment.
- *66.—Files and Rasps, an assortment.
- 67.—Screw Jack, Traverse and lifting.
- 68.—Circular Saws, an assortment.
- *69.—Gang, Mulay, Mill and Cross-cut Saws.
- *70.—Carriage and Machine bolts and nuts, (machine made) an assortment.
- 71.—Screw nails, an assortment.
- 72.—Specimen of Copper Smith work.
- 73.—Engineers Brass work, consisting of steam whistle, valves, lubricators, oil cups and hose coupling, &c.
- *74.—Specimen of steam gauges.

SEC.

- 75.—Brass work for building use, knobs, hinges, handles, &c.
- 76.—Brass castings for ships' use.
- 77.—Assortment of Iron work for ships' use.
- *78.—Bell.
- *79.—Assortment of Bells.
- *80.—Assortment of Cast Iron pipes.
- *81.—Knee Straps.
- 82.—Builder's Hardware, consisting of door and window fittings, handles, latches, bolts, hinges, &c., an assortment.
- 83.—Door locks, an assortment.
- *84.—Spikes, Chairs and Nails for Railway and Ship Work, an assortment.
- 85.—Spikes, wrought and cut, an assortment.
- 86.—Nails, an assortment.
- 87.—Tacks, brads, finishing nails and shoe nails, an assortment.
- 88.—Horse Shoe nails.
- 89.—Horse Shoes.
- *90.—Fire Proof Safe.
- *91.—Burglar Proof Safe.
- *92.—Combined Fire and Burglar Proof
- *93.—Set of Vault and Safe Doors.
- *94.—Safe Locks.
- *95.—Breach-loading rifle.
- 96.—Stamped Tin Ware unpainted, an assortment.
- 97.—Hand made Tin Ware unpainted, an assortment.
- 98.—Planished Tin Ware, an assortment.
- *99.—Refrigerator.
- 100.—Car, cart and carriage springs, an assortment.
- 101.—Half patent axles.
- 102.—Common axles.
- 103.—Car axles.
- 104.—Assortment of Wirework.
- 105.—Specimens of close plating on harness, builders or other fittings.
- 106.—Specimens of Electro plating.
- 107.—Specimens of nickle plating.
- 108.—Specimens of Goldsmiths' Work, an assortment.
- 109.—Specimens of Silversmiths Work, an assortment.
- *110.—Specimens of Hair Jewellery, an assortment.
- *111.—Specimens of watches.
- 112.—Band Saw.

CLASS IV.**Building Materials, Pottery, Tiles, Slates and Manufactures of Glassware, &c.****Sec.**

- 1.—Chimney Piece of Marble.
- 2.—Chimney Piece of Slate.
- 3.—Slate Mantle.
- 4.—Assortment of Slate Mantles, marbleized.
- 5.—Collection of plain moulded and bevelled bricks for building purposes.
- 6.—Flooring Tiles of Slate.
- 7.—Roofing Slates, six of each.
- 8.—School Slates and Pencils, an assortment.
- 9.—Water Tank of Slate.
- 10.—Manufactures of Slate, other than

Sec.

- the above, an assortment.
- 11.—Tile Pipe for drainage, with taps, junction, bends, &c.
 - 12.—Drain tiles for farming purposes.
 - 13.—Stone Ware, an assortment.
 - 14.—Pottery, an assortment.
 - *15.—Clay Smoking Pipes, an assortment.
 - *16.—Centre Flower in plaster, from design and carvings.
 - *17.—Cornice and other Ornaments in Plaster.
 - *18.—Best Composition for paths, cellar floors, &c.

CLASS V.**Agricultural Implements of all kinds.****Sec.**

- 1.—Iron Plough.
- 2.—Plough, wooded.
- 3.—Side Hill Plough.
- 4.—Double Mould Board Plough.
- 5.—Iron Harrow.
- 6.—Wood and Iron Harrow.
- *7.—Iron Roller.
- *8.—Wooden Roller.
- *9.—Seed Sowing Machine.
- 10.—Cultivators.
- 11.—Mowing Machine.
- 12.—Mowing Machine, Reaper attachment.
- 13.—Reaper.
- 14.—Collection of Hand Implements of all descriptions.
- 15.—Horse Tedder.
- 16.—Horse Hand Rake.
- *17.—Wheel Rake.
- *18.—Wheel Rake Horse Dump.
- *19.—Hand Rakes.
- *20.—Horse Pitchfork.
- 21.—Potato Digger.

Sec.

- 22.—One horse power Thrashing Machine.
- 23.—Two horse power Do. Do.
- 24.—Grain Separator and Fanning Mill, combined.
- 25.—Fanning Mills.
- 26.—One Horse power.
- 27.—Two Horse power.
- 28.—Ox Yoke, complete.
- 29.—Hay Cutter.
- 30.—Root Cutter.
- 31.—Farmers Boiler.
- 32.—Churns.
- 33.—Hay Press.
- 34.—Cheese Press.
- 35.—Cider Press.
- 36.—Stump Extractor and stone Lifter.
- 37.—Gates.
- 38.—Portable Fence.
- 39.—Bee-hives.
- 40.—Tile Ditching Machine.
- 41.—Drain Tile Machine.
- 42.—Drain Tiles.
- 43.—Apparatus for unloading hay.

CLASS VI.

Architectural, Mechanical and other Drawings, Portraits and other Civil Paintings, Decorative Painting, Japanning, Sculpture, Stationery, Engraving, Lithography, Photography, Pencils, Crayons, Materials used in the Fine Arts, &c.

SEC.

- 1.—Architectural Drawing of any subject, uncolored.
- 2.—Architectural Drawing of any subject in perspective, colored.
- 3.—Design and Plans of a dwelling house for the working classes in cities, giving cost in different materials.
- 4.—Designs and Plans of a dwelling
- 5.—Specimen Mechanical or Engine drawing, uncolored.
- 6.—Mechanical or Engine Drawing, colored.
- 7.—Specimen of Drawing for Civil Engineer or surveying, work colored or uncolored.
- 8.—Free hand drawing in pencil.
- 9.—Water colored Drawing.

All the competition in the above is confined to working men, apprentices and students, professionals being excluded, except for no. 3 and 4 which are opened to all competitors. Professionals may, however, exhibit in all classes.

- 10.—Specimen of Stained Glass windows.
- 11.—Stained Glass.
- 12.—Decorative Sign Writing or Printing on Glass.
- 13.—Decorative Sign Writing or Printing on Wood or other Material, not Glass.
- 14.—Specimen of Ornamental Japanning.
- 15.—Specimen of Plain Japanning.
- 16.—Specimen of Painting in Imitation of Woods and Marbles for decorative purposes.
- 17.—Design in Fresco Painting, for decorative purposes.
- 18.—Specimen of Carving on Stone or Marble for Architectural purposes.
- 19.—Specimen of Monumental Sculpture.
- 20.—Design and Model in Clay or Plaster, or Sculpture for Architectural or Monumental purposes.
- 21.—Specimen of Seal Engraving, Lapidary's work.
- 22.—Specimen of Dentistry.
- 23.—Specimen of Die Sinking.
- 24.—Specimen of Monograms, Crests and Ciphers, in plain and part in colors,

SEC.

- with proof.
- 25.—Specimens of Engraving on Steel and Copper with proof, other than Commercial work.
- 26.—Specimen of Engraving on Steel or Copper, commercial work, with proof.
- 27.—Specimen of Engraving on Stone, with proof.
- 28.—Specimen of Lithographic printing in one color, from transfer.
- 29.—Specimen of Chromo-Lithography, any subject other than commercial.
- 30.—Specimen of Chromo-Lithography for commercial work.
- 31.—Specimen of Engraving on Wood, with proof.
- 32.—Specimen of Illuminated Work.
- 33.—Specimen of Ornamental Penmanship.
- 34.—Specimen of Business Penmanship.
- 35.—Photographic Portrait, untouched, not less than 7 x 9.
- 36.—Photographic Portrait, in water colours, not less than 7 x 9.
- 37.—Photographic Portrait in India Ink, not less than 7 x 9.
- 38.—Carte de Visite and Cabinet Portraits, a collection.
- 39.—Photographic Views, a collection.
- 40.—Photographs on Porcelain, colored.
- 41.—Stereoscopic Views, a collection.
- 42.—Combination Photography.
- 43.—Portrait in oil, (Amateur.)
- 44.—Do. (Professional.)
- 45.—Landscape in oil, (Amateur.)
- 46.—Landscape, in oil, (Professional.)
- 47.—Painting in oil historical or other subject, (Amateur.)
- 48.—Do., (Professional.)
- 49.—Drawing in Indian Ink, (Amateur.)
- 50.—Do. do., (Professional.)
- 51.—Pencil Drawing, (Amateur.)
- 52.—Do., (Professional.)
- 53.—Portrait in Water Colors, (Amateur.)
- 54.—Do. do., (Professional.)
- 55.—Crayon Drawing, (Amateur.)
- 56.—Do., (Professional.)

CLASS VII.

Paper Printing, Book-Binding, Manufactures of Paper, &c.

Sec.

All the Specimens of Paper submitted for competition must be ordinary commercial samples.

- *1.—News Printing Paper, two qualities, one ream of each.
- *2.—Book and Job Printing Paper.
- *3.—Wrapping paper, consisting of Common Gray, Brown, and Manilla, one ream of each.
- *4.—Bundle Mill Board.
- *5.—Bundle Straw Board.
- *6.—Paper Collars, Cuffs, Fronts, &c., an assortment.
- 7.—Letter-press Book Printing, Plain.
- 8.—Letter-press Job Printing, Ornamental, in black ink, exhibiting a variety of type and skill in combination and arrangement.
- 9.—Letter-press Job Printing in colors,

Sec.

- exhibiting a variety of type, and skill in combination and arrangement of colors.
- 10.—Specimens of Book binding, full morocco, gilt edged, extra.
 - 11.—Book binding, full calf, marbled edged.
 - 12.—Book binding, half-calf, library.
 - 13.—Set Merchants Blank Books, full calf, Russia bands.
 - 14.—Set Merchants Blank Books, full calf.
 - 15.—Set Merchants Blank Books, half calf.
 - 16.—School Books printed in the Province, an assortment.
 - 17.—Plain and Ornamental Paper Boxes, an assortment.
 - 18.—Paper Bags, an assortment.

CLASS VIII.

Leather, Manufactures of Leather, Rubber Goods, &c.

Sec.

- 1.—Three sides Sole Leather.
- 2.— " Pebble Grain Leather.
- 3.— " Buff "
- 4.— " Split "
- 5.— " Enamelled "
- 6.— " Patent "
- 7.—Three hides Top Cover Carriage Leather.
- 8.—Three sides Hose Leather.
- 9.—Three sides Belt "
- 10.—Three sides Piano or Organ Leather.
- 11.—Three sides Harness Leather.
- 12.— " Skirting "
- 13.— " Moccasin "
- 14.—Six Calf-skins, satin finished.
- 15.—Six " waxed.
- 16.—Six sides Upper Leather, waxed.
- 17.—Six sides " grained.
- 18.—Six sides Lace Leather.
- 19.—Six Sheep Skins, colored.
- 20.— " " bark tanned.
- 21.— " " dressed with wool, and colored.
- 22.—Three Deer Skins, dressed.
- 23.—Kid Skins.
- 24.—Pebbled Goat Leather, six skins.
- 25.—Hand-made Ladies' Boots and Shoes, an assortment.
- 26.—Hand-made Gentlemen's Boots and Shoes, pegged, an assortment.
- 27.—Hand-made Gentlemen's Boots and Shoes, sewed, an assortment.
- 28.—Hand-made Children's Boots and

Sec.

- Shoes, an assortment.
- 29.—Machine-made Men's, Women's and Misses' Boots, pegged and sewed, an assortment.
 - 30.—Oak Tanned Larrigans.
 - 31.—Copper rivetted Hose and flexible Branch Pipe, attached, 20 feet.
 - 32.—Leather Belting, four different sizes.
 - 33.—Set Double Carriage Harness.
 - 34.—Set Single Carriage Harness.
 - 35.—Set Double Team Harness.
 - 36.—Set Single Express Harness.
 - 37.—Set Cart Harness.
 - 38.—Horse Collars, for Carriage Harness, an assortment not less than four kinds.
 - 39.—Horse Collars, for working harness, an assortment, not less than four kinds.
 - 40.—Gentlemen's Saddle.
 - 41.—Ladies' Saddle.
 - 42.—Carriage Whips, an assortment.
 - 43.—Whip Thongs, an assortment.
 - 44.—Bridle Fronts and Housings, an assortment.
 - 45.—Cow Hide Saratoga Trunk.
 - 46.—Solid Leather Trunk.
 - 47.—Hand Valise, leather.
 - 48.—Solid Leather Valise.
 - 49.—Carpet or Leather Travelling Bags, an assortment.
 - 50.—Blacksmiths' Bellows.
 - 51.—Inner Soles.
 - 52.—Counters.

CLASS IX.

Oils, Varnishes, Chemical Manufactures and Preparations, &c.

SEC.

- 1.—Neatsfoot Oil and other Animal Oils, an assortment.
- 2.—Crude and Refined Fish Oils, an assortment.
- 3.—Varnishes, Oil and Spirit.
- 4.—Paints, ground in oil, and Putty, an assortment.
- 5.—Glue.
- 6.—White Leads, ground in oil, various qualities.
- 7.—White Zinc, ground in oil.
- 8.—Colored Paints, ground in oil.
- 9.—Dry Colors, an assortment.
- 10.—Mixed Paints.
- 11.—Assortment Coach Painters' Colors.
- 12.—Assortment Paint Oils.

SEC.

- 13.—Assortment Printing Inks.
- 14.—Chemical and other preparations used in Pharmacy.
- 15.—Pot and Pearl Ash, one barrel or half-barrel of each.
- 16.—Perfumery and Toilet preparations, an assortment.
- 17.—Writing Ink.
- 18.—Flavoring Extracts.
- 19.—Chemicals, used in Photography.
- 20.—Cut and Ground Dyewoods, an assortment.
- 21.—Plaster of Paris and Land Plaster, one barrel each.
- 22.—Lime.
- 23.—Assortment of Window Glass.

CLASS X.

Economic Geology, and Natural History.

SEC.

- 1.—Collection of specimens of Timber.
- 2.—Specimens of native woods.
- 3.—Selection of Specimens from any Mine or Quarry now worked, accompanied by Plans or Selections of the Mine and Samples of the Manufactured or Commercial Products.
- 4.—Specimens of Minerals or Ores which may be usefully worked with statement of their nature and locality (not hitherto worked).
- 5.—Specimens of Stove or Household coal, mined in the Province, with Analysis.
- 6.—Specimen of Gas Coal or shale with certified product of Gas, and Specimen of Coke or other Products.
- 7.—Specimens of prepared Peat or other fuel.
- 8.—Collection Useful Minerals of New Brunswick.
- 9.—Collection Mineral Paints of New Brunswick.
- 10.—Collection of Granite.
- 11.—Red Granite, polished and unpolished.
- 12.—Free Stone.
- 13.—Lime Stone.
- 14.—Grind Stones.
- 15.—Calcined Plaster.
- 16.—Artificial Manures.
- 17.—Collection of Birds, Stuffed and labelled with Common and Scien-

SEC.

- tific names and Locality where obtained.
- 18.—Fishes, collection of native, stuffed, or preserved in spirits, and common and technical names attached.
- 19.—Insects, collection of native, with common and technical names attached, and classified so as to show those injurious and those beneficial to agriculture.
- 20.—Fossils, collection of New Brunswick, named and classified.
- 21.—Mammalia and reptiles, collection of native, stuffed or preserved in spirits, with common and technical names attached, and classified so as to show those injurious and those beneficial to agriculture and horticulture.
- 22.—Plants, collection of native, arranged in their natural families, and named.
- 23.—Collection of Stuffed Animals, with Locality where obtained.
- 24.—Any new method or substance for the preservation of objects of Natural History with illustrations of its application.
- 25.—Collection of Plants, or Vegetable Substance of Economic importance, such as for the Manufacture of Paper, Medicinal or chemical extracts, with statement of Locality, Abundance, &c.

CLASS XI.

Soap, Groceries, Provisions, Tobaccos, Crackers, &c

Sec.

- 1.—Hard Soap, three kinds.
- 2.—Fancy Toilet Soaps, an assortment.
- 3.—Oil Soaps for fulling and scouring.
- 4.—Tallow Candles.
- 5.—Composition Candles.
- 6.—Blacking.
- 7.—Sirups, an assortment.
- 8.—Liqueurs, an assortment.
- 9.—Vinegar.
- 10.—Pickles manufactured for sale, an assortment.
- 11.—Sauces Manufactured for sale, an assortment.
- 12.—Bottled and Canned Fruit, entire, an assortment.
- 13.—Preserves, Jams, Jellies, an assortment.
- 15.—Ground Spices, an assortment.
- 16.—Corn-meal, one cwt.

Sec.

- 17.—Oatmeal, one cwt.
- 18.—Buckwheat Flour, one cwt.
- 19.—Pot and Pearl Barley, one cwt. of each.
- 20.—Barrel Flour.
- 21.—Bright Tobacco.
- 22.—Black Tobacco.
- 23.—Fine Cut Chewing Tobacco.
- 24.—Cut Smoking Tobacco.
- 25.—Domestic Cigars, an assortment.
- 26.—Snuff, an assortment.
- 27.—Plain and Sweet Shipping Crackers and Biscuits, an assortment.
- 28.—Fancy Crackers and Biscuits, an assortment.
- 29.—Assortment Candies and Confectionary.
- 30.—Friction Matches.

CLASS XII.

Woollen, Flax and Cotton Goods, Fishing Tackle, Furs, Wearing Apparel, &c.

Sec.

- 1.—Eight pieces or ends of Canadian Tweeds.
- 2.—Piece of Satinet.
- 3.—Assortment of Flannel, white and coloured.
- 4.—Pair of Blankets for domestic use.
- 5.—Pair of Blankets for Lumberer's use.
- 6.—Assortment of Horse Blankets.
- 7.—Assortment of Knitted Woollen Goods and Hosiery.
- 8.—Woollen Yarn, three lbs.
- 9.—Twelve bags, cotton or linen.
- 10.—Cotton Wadding.
- 11.—Cotton Batting.
- 12.—Cotton Yarn, white.
- 13.—Cotton Yarn, dyed, an assortment.
- 14.—Carpet Warps, white and dyed, an assortment.
- 15.—Beam Warps for Woollen Mills.
- 16.—Heavy fulled Tweed.
- 17.—Assortment Woollen Yarn.
- 18.—Dress Goods (Woollen).
- 19.—Union Goods, an assortment.
- 20.—Manufactured Custom Rolls.
- 21.—Wool, Washed and Unwashed.
- 22.—Display of Wool in various stages of manufacture.
- 23.—Oil Clothing.
- 24.—Manilla Rope, an assortment, consisting of various sizes, Rope, Deep Sea Line, Halter Rope, and Bed Cords, of different sizes.
- 25.—Hemp Rope, an assortment, consisting of Bolt Rope, Deep Sea

Sec.

- Line, Engine Packing, &c.
- 26.—Jute Rope, an assortment, consisting of three inch Ropes, Deep Sea Line, Hambro Lines, and Bed Cords.
- 27.—Twines, an assortment.
- 28.—Salmon, Trout and Trolling Rods, one of each.
- 29.—Artificial Flies, an assortment.
- 30.—Artificial Bait, other than Flies, an assortment.
- 31.—Assortment Fishing Rods.
- 32.—Do. Landing Nets.
- 33.—Do. Fishing Tackle.
- 34.—Specimen of Buckskin Gloves and Mitts.
- 35.—Set of Ladies' Fur in Martin and Sable.
- 36.—Set of Ladies' Furs in Canadian Mink.
- 37.—Set of Ladies' Furs in Ermine.
- 38.—Ladies' Seal Skin Jacket.
- 39.—Gentlemen's Caps and Gauntlets in Otter, South Sea Seal, and Persian Lamb Skin.
- 40.—Set of Sleigh Robes, in Black Bear, Raccoon, and Wolf skins, one set of each.
- 41.—Silk Hats, an assortment.
- 42.—Felted Wool Hats, an assortment.
- 43.—Hoop Skirts, an assortment.
- 44.—Collection Suspenders, Shoulder Braces, Belts, &c.

CLASS XIII.**Ladies' Department.****SEC.**

- 1.—Bead Work, (other than Indian).
- 2.—Braiding.
- 3.—Crochet Work, (other than Quilts).
- 4.—Quilt, in crochet work.
- 5.—Quilt, in silk.
- 6.—Quilt, in patchwork, (other than silk).
- 7.—Quilt, in fancy knitting.
- 8.—Embroidery, in muslin.
- 9.—Embroidery, in cotton.
- 10.—Embroidery, in silk.
- 11.—Embroidery, in worsted.
- 12.—Embroidery, in wool.
- 13.—Embroidery, in gold.
- 14.—Worsted Work, raised.
- 15.—Worsted work, fancy, for framing.
- 16.—Guipure Work.
- 17.—Netting, fancy.
- 18.—Lace Work.
- 19.—Tatting.
- 20.—Knitting.
- 21.—Machine Sewing, family.
- 22.—Needlework, plain.
- 23.—Needlework, ornamental.
- 24.—Shirt, Gentlemen's.
- 25.—Pair of Slippers.

SEC.

- 26.—Straw or Hay Work.
- 27.—Cone Work.
- 28.—Flower, wax.
- 29.—Flowers, worsted.
- 30.—Flowers, feathers.
- 31.—Flowers, paper.
- 32.—Flowers, cambric.
- 33.—Flowers, silver wire.
- 34.—Hair Work.
- 35.—Leather work.
- 36.—Moss Work.
- 37.—Shell Work.
- 38.—Wax Fruits.
- 39.—Wax shells.
- 40.—Seed Work.
- 41.—Illuminated Work.
- 42.—Decalcomanie.
- 43.—Diaphanie.
- 44.—Wreath, Artificial.
- 45.—Collection of Seaweed.
- 46.—Pencil Drawing.
- 47.—Crayon Drawing.
- 48.—Water Color Drawing.
- 49.—Oil color Drawing.
- 50.—Indian Work.

CLASS XIV.**Domestic Department.****SEC.**

- 1.—Two pairs of woollen Stockings.
- 2.—“ “ “ Socks.
- 3.—“ “ “ Gloves.
- 4.—“ “ “ Mittens.
- 5.—Two lbs. Stocking Yarn.
- 6.—Piece of Cloth, 12 yards.
- 7.—Piece Woollen Flannel.
- 8.—Woollen Shawls.
- 9.—Piece Check for Cloaking.
- 10.—Pair of Blankets.
- 11.—Counterpane.

SEC.

- 12.—Yarn Carpet, 12 yards.
- 13.—Hearth Rug.
- 14.—Piece Diaper, 12 yards.
- 15.—Piece, Linen, 12 yards.
- 16.—Linen Thread, $\frac{1}{2}$ lb.
- 17.—Home Made Bread.
- 18.—Home Made Biscuit.
- 19.—Home Made Wine.
- 20.—Home Made Vinegar.
- 21.—Home Made Syrup.
- 22.—Home Made Liquor.

IRA CORNWALL, Jr.,

Secretary M. & M. Exhibition,

OFFICE, 23 $\frac{1}{2}$ PRINCE WILLIAM STREET,

ST. JOHN, N. B.

THE
MANUFACTURING, MINING,
AND
COMMERCIAL INTERESTS
OF
NEW BRUNSWICK,
AS CONNECTED WITH THE
MANUFACTURERS' AND MECHANICS' ASSOCIATION,
THE M. AND M. EXHIBITION,
ST. JOHN, N. B.,
1875,
AND THE
INTERNATIONAL EXHIBITION,
PHILADELPHIA, U. S.,
1876.

Copies of this Book will be forwarded, postpaid to any address, on
receipt of ~~10~~ Cents.

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IRA CORNWALL, Jr.,
Secretary N. B. Advisory Board Canada Commission, International Exhibition 1876,
ST. JOHN, N. B.

ESTABLISHED 1826.

T. RANKINE & SONS,**FANCY BISCUIT OF ALL KINDS.****PLAIN, MEDICAL AND NAVY BREAD.****STEAM BISCUIT MANUFACTORY,
ST. JOHN, N. B.**

T. A. RANKINE.

A. RANKINE.

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MANUFACTURERS' AND MECHANICS' ASSOCIATION.

Origin, Objects and Advantages of the Association, including a brief review of the History of the Manufacturing interests.

In these days when almost every man belongs to some Club or Society, it is scarcely necessary to uphold the general principle of the advantages of united action. We wish, however, to direct attention to the objects for which the Manufacturers' and Mechanics' Association was formed and the particular benefits derived from such an organization.

Several of these societies are already in existence and their number and influence are constantly increasing, but as the St. John Manufacturers' and Mechanics' Association is a fair sample of all the rest, it is to it our remarks will be chiefly confined.

While merchants had their Bards of Trade, and even artisans and laborers their Unions and Societies, the manufacturers of St. John had long suffered for want of an Association for mutual benefit and protection; consequently, when on the 2nd of September, 1874, a meeting was called to consider the advisability of forming such a Society, the attendance of nearly one hundred of the principal manufacturers, representing nearly every branch of industrial art carried on in the city, showed at once the wisdom of the step, and the Manufacturers' and Mechanics' Association was forthwith organized, with the following Constitution:—

PREAMBLE.

In consideration of the large amount of capital invested and the great number of Manufactories in and about the City of Saint John, it is expedient and advisable for the Manufacturers to form an Association, for the purpose of a free interchange of views and a mutual understanding of each others interests and requirements, in order to protect and develop the manufacturing and industrial interests of the County.

CONSTITUTION.

ARTICLE I.

This Association shall be denominated the **MANUFACTURERS' AND MECHANICS' ASSOCIATION**, of the City and County of Saint John.

ARTICLE II.

This Association shall consist of persons having an interest in the **Manufacturing and Mechanical Industries** of the County.

C. E. BURNHAM & CO.,

Wholesale and Retail

FURNITURE DEALERS,

AND

MANUFACTURERS,

WAREHOUSE---55 GERMAIN STREET,

ST. JOHN, N. B.

BED ROOM

Furniture,

PARLOR SUITS,

Ship Furniture,

OFFICE

FURNITURE.



SCHOOL

FURNITURE,

DESKS,

SETTEES

FOR

Public Halls,

&c., &c.

Patent Wire Net MATTRESSES, the best Mattresses in the Market;
Hemonways's Patent Adjustable SCHOOL DESK & SEAT.

Towel Racks with Needle Work, Child's Folding Chair and Table Combined, Hall Chair and Step Ladder Combined. Invalid Bedsteads, Bed Lounges, Easy Chairs, Hat-Trees, Chairs, Washstands, Cabinet Desks, Spring Beds, Lounge Chairs, Coat and Hat Racks, Night Comodes, Slipper Stools, Toilet Tables, Folding Chairs, Mattresses, Looking Glasses and Mirrors, Patent Invalid Bedstead.

C. E. BURNHAM & CO., St. John, N. B.

ARTICLE III.

Sec. 1. A President, Three Vice-Presidents, Secretary, Treasurer, and Six Directors, with power to make the appointments for all meetings not otherwise provided for, and conduct all financial business of the Association not properly devolving upon the Secretary and Treasurer, and shall, at such time as they may deem advisable, appoint two members of the Association, who are not Directors, to Audit the books and accounts of the Secretary and Treasurer. At the expiration of their term of office they shall submit a written report of their proceedings to the Annual Meeting of the Association in September.

Sec. 3. The Officers, except the Secretary, shall be elected at the Annual Meeting to be held in the month of September for one year, or until their successors are elected, or until deposed, and enter upon their duties immediately after their election. The Secretary to be appointed by the Directors from the members of the Association.

Sec. 4. Members eligible for election as Officers must be in regular standing on the books; the election to be by ballot, after nomination. The candidate receiving a majority of the votes cast shall be declared duly elected.

At an adjourned meeting, held on the 16th of that month, the following Officers and Directors were elected:

OFFICERS:-

JAS. HARRIS, Esq., *President*. WM. PETERS, Esq., *1st Vice-President*.
JNO. H. PARKS, Esq., *2nd Vice-President*. S. R. FOSTER, Esq., *3rd Vice-President*.
J. D. ROBERTSON, Esq., *Treasurer*.

DIRECTORS:-

ALEXANDER CHRISTIE, Esq. SAMUEL CROTHERS, Esq.
M. FRANCIS, Esq. THOS. A. RANKINE, Esq.
C. E. BURNHAM, Esq. GEO. R. BENT, Esq.
And at the first meeting of the Directors Mr. W. E. Everitt was appointed Secretary.

According, then, to the Preamble above, the object of the Association is "to protect and develop the manufacturing and industrial interest of the country"; and we shall here attempt to enumerate some of the ways in which such an alliance may accomplish this object:

1st. It may use its united influence in securing just and wise legislation in regard to manufacturing interests.

The good results of such a mode of procedure have already been witnessed. On the 20th of January last a Convention of the Manufacturers of the Maritime Provinces was held under the auspices of the Association, and the unanimous opposition expressed at that meeting to the proposed Reciprocity Treaty materially aided in preventing the ratification of a measure which, irrespective of our claims, was concocted in the interests of the United States and British Governments.

Our manufacturers are now quite alive to the fact that, though the natural advantages which our country enjoys for producing certain commodities leaves nothing to fear for the future, these young industries must have protection and encouragement till they are placed beyond the reach of injurious foreign competition. Late English writers on Political Economy have attempted to prove that absolute free trade is the best for

GILBERT'S LANE WOODBEN MILL
AND
DYE WORKS.

WILLIS & LAW,
MANUFACTURERS AND DYERS,
ST. JOHN, N. B.

SPECIAL ATTENTION
GIVEN TO
BLACKS FOR MOURNING.

OSTRICH FEATHERS

Cleaned, Dyed and Dressed.

LACE CURTAINS

Cleaned and Finished on **SHORTEST NOTICE.**

DAMASK CURTAINS, Cleaned or Dyed any Color.

KID GLOVES, CLEANED AND DYED.

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all mankind. Yet this was not the policy of England years ago, when brisk competition might have crippled many of her industries. This was not the policy that raised her to her present proud eminence above all the manufacturing nations of the earth.

In those days the most rigid exclusiveness was as vigorously advocated, and to that system she is largely indebted for her present position as "the workshop of the world." Since, however, by reason of enormous natural resources, immense capital, elaborate machinery, and unexampled cheapness of labour, she can now defy any nation to supply manufactured goods at equally low prices. Free Trade (which, under these circumstances, means nothing less than the opening of all foreign markets to a monopoly for English manufacturers) has become popular.

If, then, protection was formerly necessary to develop the industries of England, how much more do ours now need this aid, when the competition is so much greater? As long as foreign manufacturers are allowed to glut our market with materials which their capital and immense trade enable them to produce cheaper, it is in vain to expect our consumers to pay a higher price for an article of home production. It is only by a protective tariff, which shall make foreign products as costly as our own, that our manufacturing industries can be temporarily encouraged, and ultimately enabled to supply home and other markets with better and cheaper goods than those now imported.

For an instance of the stimulating effect a limitation of supply has on native industry, it is only necessary to revert to the state of our manufactures before and since the war of the Union. While that struggle was going on in the adjoining Republic many things formerly imported from the States could no longer be profitably obtained in that quarter, especially after the repeal of the Reciprocity Treaty. The *immediate* consequence was a temporary increase in the price of certain commodities; the *ultimate* result is seen in the present flourishing condition of many a manufacture in our midst. So it is ever with a protective tariff, if there exist facilities for home production. Restriction may make an article more expensive for the time being, but who that loves his country will complain at this temporary inconvenience, when he knows, that the factories arising in his native land, under such a protective system, will in a few years give employment to a vast amount of labour, supply us with many of the necessities and conveniences of life cheaper than foreign makers, and give us the means wherewith to purchase from abroad what we do not produce at home.

There are other ways of encouraging manufacturing enterprise such as that which obtains in Ontario, where the Government and townships grant a bonus, and exemption from taxation, to factories recently established. What a stimulus to found new industries, would such action here give; yet, unfortunately, we suffer all the evils of an exactly opposite treatment. One way then, by which the Manufacturers' and Mechanics' Association may promote the industrial interest of the Province, is by endeavouring to secure judicious legislation in relation to all such matters.

2nd. This Association has a beneficial effect on the manufactures of the country, by affording from time to time an opportunity for a "free interchange of views and a mutual understanding of each others' interests and requirements" with regard to labour, wages, apprenticeships, and other topics of importance to manufacturers and master-mechanics.

The wages of labour must of course be drawn from the produce of that labour; and whenever through over remuneration of the workmen, the cost of production is rendered greater than the market value of the commodity, manufacture must cease. It is therefore clearly advantageous for manufacturers to have an understanding between

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themselves, in order that by competition they shall not raise the proportionate rate of wages given in each employment above the actual worth of the labour. Such an arrangement instead of being oppressive to the employed, is really essential to their continued well-being, for when the demand for high wages exceeds the possibilities of profitable manufacture, discontinuance of the industry and consequent loss of employment must be the result; whereas a fair rate of wages that enables manufacturers to produce freely, enriches the country and lessens the cost of living, so that the workman himself, is probably enabled to live more comfortably and save more, than on the high wages system. Yet, on the other hand, fair discussion of these points will always show, that the more liberal the reward of labour in keeping with profitable manufacture the better for all concerned.

The well-clothed, well-fed, healthy and intelligent mechanic of America, with the same appliances and the same division of labour, is certainly fitted for turning out a larger amount of first-class work, in a given time, than the half-starved, poverty-stricken factory operative of the old world. How different their condition. The one full of bodily vigor, and animated by the thriftiness of his circumstances, and by the hope of saving something for a rainy day, finds in the bettering of his own condition incentives to sobriety, diligence and activity. The other, ill-fed, sickly, and ignorant, buoyed up by no hope of improvement or rest in this life, goes through the daily task with something of the same spirit, as a broken down horse treading his monotonous round in the brick-yard mill. There can be little doubt that, where an interest is displayed in the physical, moral and intellectual welfare of the operatives, coupled with liberal wages, and where, at the same time, the workmen are made to comprehend that anything beyond fair remuneration must endanger the success of the enterprise, in which both employee and employer are mutually engaged, manufacture prospers, and strikes, which are so ruinous to the industries of a country, are almost unknown. Another matter of common interest to manufacturers, is the establishment of some guaranteed system of apprenticeship. Of course the man, who has for a period of time, and at some expense, devoted himself to the acquirements of the dexterity and skill requisite in a mechanical art, should be better paid than one quite inexperienced; but the manufacturer has now no ready way to distinguish the skilled from the common labourer, and frequently suffers in consequence. Few, indeed, now serve a regular apprenticeship to any trade, and a constantly increasing number of comparatively inefficient workmen is the evil result. The discussion of these and many similar topics must be invaluable to manufacturers, and if organized for this purpose alone such a fraternity as the M. & M. Association could not be too highly esteemed.

3rd. The combined influence of such an Association, may bring the isolated manufacturers of the Province into more prominent notice, and divert some of the enormous amount of capital and labour, now employed in lumber speculations, into the channels of more profitable and permanent industries.

When the produce of any branch of industry exceeds the effectual demand, the market price must fall below the *real value*, and the producer in consequence suffers loss. In the lumber trade, however, the quantity of timber produced, depends greatly on whether the season is favorable for chopping, hauling, stream driving, &c.; the same number of men therefore, will send to the market very different quantities of lumber, in different years. Meanwhile the effectual demand for lumber all over the world, averages about the same, one year with another. Consequently at the close of what has seemed a very prosperous season, the enormous export from all the great lumber countries, gluts the market, the prices fall, and those whose transactions are the largest, are at once involved in the heaviest losses. It is to the interest of all con-

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cerned in any industry, to see to it, that the produce of their labour shall never exceed the effectual demand. There can be little doubt, that a limited exportation of lumber throughout Canada in plentiful years, and a smaller production every year, would speedily tend to raise the "market price" of that commodity, up to, and even above, its real value. But should this not be the case, it is surely very impolitic, to keep on producing such quantities of lumber at unremunerative prices, when so many profitable industries are lacking the capital and labour necessary to carry them on.

Few will be disposed to dispute, that if a portion of the labour and capital expended during the last twenty or thirty years, in the lumber trade, had been employed in developing the mines, manufactures, and agriculture of the country, we should have been in a far better position to-day. The agriculturalist who enters a new district to till the soil, transforms the wilderness into fruitful fields, increases the value of a small portion of his native land, and leaves a rich inheritance to his successors. The manufacturer who founds a new industry, institutes that, which growing with the country's growth, will ever furnish employment for labour, and a means of converting that labour into national wealth. But the man who spends his life in lumber speculations, frequently in the end finds his own condition little improved, and that of his country considerably impoverished, as the fruit of his labours.

Were our forests protected, their value would be greatly enhanced in the course of a few years, but the present insane over production and ruthless destruction of our timber resources, points to a day not so far distant, when it will be difficult to obtain sufficient lumber for our own manufacturing and building purposes; and when even the soil will lose its fertility, in consequence of the denudation of our woodlands. Surely a diminished and therefore more profitable trade in lumber, with the surplus capital invested in more reliable and permanent industries, would be productive of our country's highest good.

Lastly, the Manufacturers' and Mechanics' Association will be able to promote the progress of industrial art, by holding, at proper intervals, local exhibitions, and by ensuring a creditable representation of our manufactures at those of an International character.

No one can help feeling proud of the number of flourishing factories already in operation in our Province, which have attained to their present prosperous condition in spite of many adverse circumstances, and without being fostered, or protected, in any way.

At the Manufacturer's Convention held last January, it was shown by a Committee which the Association had appointed for the purpose of ascertaining facts, "that St. John City and County alone had 614 manufacturing establishments, which employ 9,513 hands, and pay wages to the amount of \$3,318,874 annually; and that our manufacturing interests have doubled during the past five years." These industries embrace the production of a remarkable variety of materials, and we are continually becoming more and more independent. According to the third volume of the census "*New Brunswick* had, in 1870, \$5,976,176 invested in manufacturing industries, employing 18,352 hands, paying \$3,860,360 wages, working up \$9,481,760 of raw material, and turning out goods to the value of \$17,367,687—showing a clear profit of nearly eight millions of dollars on an investment of less than six millions." Yet gratifying as this exhibit is, it gives no adequate idea of the *present* condition of our industries. The advance since then has been continual and rapid; establishments have been enlarged, steam-power and improved machinery has been introduced where not formerly in use, while many altogether new industries have been commenced. Since our manufactures then have made such rapid advancement during the last few years, what progress may

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we not expect them to make in the future under the fostering care of the Manufacturers' and Mechanics' Association, whose very purpose is to forward their development. One of the best means of encouraging arts and manufactures, is the holding of industrial exhibitions, and this seems to have been one of the first matters to occupy the attention of the Association.

These competitions of skill, industry, and intelligence, are certainly productive of much good. They are a most popular way of diffusing a knowledge of arts and processes, while they at the same time promote the improvement of these by encouraging competition between rival manufacturers. The beneficial influence that Agricultural Shows have exerted in improving farm stock, and implements of husbandry, cannot be over-estimated; but still more important if possible, is the impulse to improvement and activity which manufacturers receive from industrial exhibitions. The comparison of all recent improvements displayed side by side, cannot fail to inaugurate fresh progress and suggest new devices to reflective minds, while the distinction gained by merit must stimulate the energies of all.

The first Exhibition held under the auspices of this Association will be opened in St. John, on the 27th of September. Particular reference is made to this in another place, and we doubt not it will mark the beginning of a new advancement in our industrial progress.

Such are a few of the good influences that the Manufacturers' and Mechanics' Association will be able to exert.

Doubtless, many more ways of promoting our industrial interests will occur to the manufacturers themselves than an outsider can possibly think of. We feel sure, however, that an organization which has for its object the advancement and welfare of the whole country, no less than that of the manufacturing community, must commend itself to the sympathies and support of every thinking man.

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NEW BRUNSWICK'S INTEREST IN THE American International Exhibition.

Whatever little jealousies may still exist on the other side of the Atlantic with regard to the event which next year's Exhibition will commemorate, Canadians at any rate, should have no reason to regret that one hundred years ago Brother Jonathan undertook to set up in business for himself. Had he remained in the family doubtless, like the young Cuckoo in the nest, he would have greedily devoured all that Mother England designed for the nourishment of her other children; but his opportune departure made way for the growth and development of the true offspring. There is, therefore, no reason why we cannot join heartily in the American Centennial celebration of their National existence. But in regard to our representation at the International Exhibition, as in most other matters, self-interest must necessarily be the main spring of action. Every true New Brunswicker, with honest pride, witnesses the present progress, and anticipates the future prosperity of his native Province, and determines that she shall nobly act her part in the development of this our great Dominion. Scarcely among New Brunswick's sons

"Breathes there the man with soul so dead,
Who never to himself has said
This is my own, my native land."

The spirit of patriotism animates the heart of every native of our staunch little Province: let only that spirit manifest itself in making the interests of the individual subservient to the welfare of the country: let it prompt us to protect, foster, and encourage in every way home ingenuity, and home industries, and a right glorious future will be ours. But if not backed by earnest endeavors to promote the industries on which our advancement must depend these great expectations will prove but delusive day dreams. Now it is apparent to all that the lumber trade, on which this Province has too long, and too exclusively, relied, must in the course of time become comparatively exhausted and unremunerative. The agricultural prospects of New Brunswick also, though in deed highly gratifying, are undeniably inferior to those of some other portions of the Dominion, and cannot be calculated upon as a very abundant source of wealth to the Province. It becomes necessary for New Brunswick, therefore, to look more attentively to the ample opportunities of trade and profit, open to her in the further development of her mercantile, manufacturing and mining operations.

Even now our city of St. John ranks fourth in the whole British Empire as a ship-owning community, but as the Dominion becomes more densely peopled, her exports

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and imports increase, and her railway system matures; the extended seaboard of New Brunswick, her magnificent harbors open at all seasons of the year, and her proximity to Europe, will render her yearly more and more important as a commercial Province, transmuting through her ports a continually increasing portion of the products and requirements of British North America.

The prospect with regard to our manufacturing industries has a still brighter horizon.

The genius and enterprise manifested in industrial pursuits is evident from the number of thriving manufacturing establishments already in our midst, and from the fact that these have been doubled in number and importance during the last five years in spite of many temporary difficulties and discouragements. The *natural* advantages of New Brunswick as a manufacturing centre are no less noticeable. Owing to her commercial superiority, above referred to, she can obtain raw material and export her products much cheaper than some of the Sister Provinces and States. But this is not all. Buried in the bosom of her own mother earth, she possesses a treasury of abundant riches; not the ancient chest containing "full many a gem of purest ray serene," so mysteriously hidden by the late lamented Captain Kidd; but the certain and inexhaustible deposits of our mineral wealth. In this respect also, we have a manifest advantage over the Sister Provinces of Ontario and Quebec, lacking, as they do, the plentiful supplies of coal, &c., which have ever been essential to the most profitable manufacturing.

The wide triangular area of the New Brunswick coal field is of immense extent, covering more than two-thirds of the entire Province; and though the deposit may not as yet have proved so thick as might be desired, still on account of its being at a moderate depth, it can be very cheaply obtained, and it is of a quality highly suitable for manufacturing purposes. Space would fail to speak in detail of the valuable deposits of Albertite (coal?), Iron ore of superior quality, Copper, Antimony, Manganese (so largely employed in bleaching and the manufacture of glass), and Gypsum which is here so abundant and of so great purity. Suffice it to say, that each exploration gives fresh evidence of our mineral wealth, and thus the prosperity of our manufactures is ensured.

Having then in so eminent a degree the requisite facilities for production, the question arises how shall we attract the attention of foreign buyers, so as to make the demand for our products commensurable with the capabilities of supply; and it is in answering this we perceive the most important of the many benefits that we may derive from the Philadelphia International Exhibition. We shall there have an opportunity of fairly introducing our merchandise to the world's markets. If we only exert ourselves to secure the best possible representation of our resources and products at the Centennial, an immense trade will soon be opened to us, from which we have hitherto been debarred, simply because our capabilities were unknown. There are countries all over the world importing from elsewhere, goods which we could supply in abundance at equal, or perhaps even lower prices. Let us glance at a few of the markets that lie within easy reach. As the vast fertile belts of Manitoba and other portions of the Dominion become thickly settled, the inhabitants depending, from the very nature of the country, on the products of husbandry, will require to be supplied with manufactured goods, machinery, implements, &c. These must be obtained from the sister Provinces of the Canadian Confederacy, from the United States, or from the Old World. Why then should not New Brunswick expect to supply from her workshops, a large part of these manufactures? But this is only one (and indeed a comparatively insignificant one) of the markets open to us. Occupying the whole of South America are people of various nationalities, who subsist mainly by the fertility

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CITY OF FREDERICTON, SS.

To all whom it may concern :

KNOW YE.—That the Mayor, Aldermen and Commonalty of the City of Fredericton did, in the year 1873, purchase from R. Flaherty & Co., of Saint John, a double door Fire-Proof Safe, handsomely painted and well finished in every respect, which Safe was placed in the City Clerk's Office, City Hall, and in which were stored the principal part of the City Records. That the said City Hall was destroyed by Fire on the 25th January, 1875, and that the Safe above mentioned fell in the ruins, from the City Clerk's Office to the basement, being a height of seventeen feet, and remained in the ruins among the hot bricks at a white heat for forty-four hours, when it was opened, and the papers and records therein contained found undamaged, undamaged, and in good order, and the cabinet lining of the Safe with even the varnish perfect.

We, the Mayor, Aldermen and Commonalty of the City of Fredericton do therefore hereby certify, that the Safe purchased by us from R. Flaherty & Co., of Saint John, has fully met every guarantee made to us by the manufacturers in regard to superior finish and painting, strength of workmanship, and fire-resisting power, and we do most heartily accord to Messrs. R. Flaherty & Co. this Testimonial of our esteem for this wonderful proof of the superiority of provincial manufacturers in general, and of Messrs. R. Flaherty & Co. in particular.

In testimony whereof the said Mayor, Aldermen and Commonalty of the City of Fredericton have [L.S.] caused their common seal to be affixed hereto, and signed by the proper hand of the Mayor of the said City, this Sixteenth day of February, A. D., 1875.

CHAS. W. BECKWITH, City Clerk.

E. L. WETMORE, Mayor.

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of the soil, and the export of tropical produce, and who possess neither the resources, the ingenuity, nor the enterprise, to engage to any great extent in industrial avocations. Hence the whole Continent of South America presents a market for the competing manufacturing nations. To this we may add Mexico, the different States of Central America, the West Indies, the Bermudas and other dependencies. Now not only ought we to sell much more to these countries than we do, but the increased direct trade thereby ensured would result in the additional advantage of enabling us to obtain their products at a cheaper rate.

Without doubt, the high rate of wages in the United States, the immense cost of living, the excessive taxation, and many other causes combined, would make it impossible for American manufactures to compete with our own in respects to the markets referred to, should we properly exert ourselves. Yet, notwithstanding their disadvantages, our neighbours have hitherto almost monopolized the trade with these countries (as far as this Continent is concerned), simply because their inhabitants are not aware that we could supply the articles they require, though perhaps they already use the product of Canadian skill and industry, disguised by other brands. The only way to correct this, and to enlighten their minds with regard to us, is to advertise. If a tradesman could supply customers with a better article or at a lower price than his neighbours, we should think him little alive to his own interests if the use of printer's ink did not soon make the public aware of the fact. Yet advertising is just as essential to the trade of a country, and if we desire ours to increase, we must bring the natural productions and industrial skill of our Province and Dominion prominently before the notice of the world. What more fitting opportunity then could occur for doing this than the American Centennial Exhibition of 1876. It is the first great International Exhibition ever held on this Continent, and promises to be the largest and most thoroughly organized the world has ever seen. Its Directors will profit by all the similar undertakings of the kind that have gone before, avoiding their faults, adopting their excellencies, and introducing many new improvements such as Yankee ingenuity will suggest.

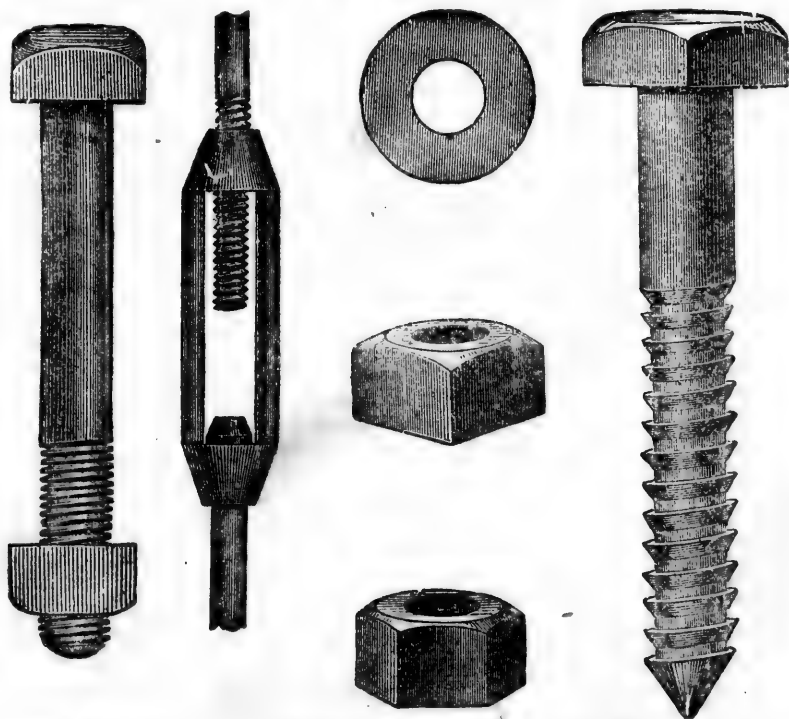
The enthusiasm with which the Governments of every land have responded to the invitations to take part in the Exhibition, ensure a very full representation of the Art and Industry of all nations, and of the Progress and Civilization of the Age. It will be for six months the resort of an immense concourse of people gathered from every tribe under the sun. The manufacturers of each nation will vie with each other in the excellence of the articles displayed. The buyers will be on the alert to learn what changes have been made during the turmoils of the last few years, and where the best and cheapest goods can now be obtained. According to the decision of the Jurors at that Exhibition must the manufacturers of the world take rank, and we sincerely hope that New Brunswickers may (at least in some departments) gain an honorable position, and draw upon our little Province the attention and business patronage of other countries. The interests of each member of any branch of business will be served by the fullest representation of that branch, for though an individual member may get no honor, he will, nevertheless, be benefitted by the credit which New Brunswick commodities gain in his department and the trade thereby induced. The Government have striven to remove every impediment out of the way of intending exhibitors, for instance:—

“The transportation, receiving, unpacking and arranging of the products for exhibition will be at the Expense of the Canadian Commissioner.

“The Canadian Commission will provide, at their own cost, all Show Cases, Shelving, Counters, Fittings, &c., which they may require, and all countershafts, with their pul-

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leys, belting, &c., for the transmission of power from the main shafts in the Machinery Hall.

"The Canadian Commission will take precautions for the safe preservation of all objects in the Exhibition; and it will be responsible for damage or loss of any kind, or for accidents by fire or otherwise.

"The Canadian Commission will employ watchmen of their own choice to guard their goods during the hours the Exhibition is open to the public.

If any objection can yet be raised against exhibiting, such as, that a business man can not afford to allow the capital invested in costly machinery, &c., to be idle for such a length of time without any prospect of selling the article exhibited, on account of the American tariff, it may be stated that merchandise of any description, from any country whatsoever, may be sold at the exhibition to any country whatsoever, save the United States of America, absolutely free of duty; and all that is necessary to make a sale probable is that the article shall be marked with the price in plain figures. Now should one of our manufacturers dispose of any material in this way, and should it be carried to some foreign country as a purchase from the great Exhibition, we doubt not it would attract such notice there as to ensure a number of orders for a supply of the same, and at once open a trade for the enterprising and deserving exhibitor and for his fellow-countrymen.

The practical lessons to be drawn from observation and comparison of the manufactures and systems of different lands is another of the great advantages of International Exhibitions, and is of incalculable benefit to the rising industries and maturing institutions of a young country. In this way the presence at the Exhibition of even those productions for which we fail to obtain any favorable notice will be of service to us, for we shall contrast them with the superior articles of foreign makers, note wherein they are excelled, adopt the improvements of others, and seek to imitate the elegance and skill displayed in their workmanship.

But it is not only with regard to the material and processes of *manufacture*, that such accurate observation will be profitable. In all the International Exhibitions the *educational* department has attracted great attention. At Paris the American school-house, and at Vienna the text-books, school furniture and apparatus, models and photographs of school buildings, the gaining of medals by four cities of the Union, and diplomas by many others for educational reports, &c., brought the school system of the United States into great repute in Europe. At the Centennial, however, the great free-school country intends to make an unprecedented educational display, while England, Germany and other countries will also fully exhibit their systems of public instruction. Each State is to prepare an historical record of the progress and a representation of the present condition of its educational departments. The various colleges, learned and scientific institutions and associations, will also be amply represented. But, besides the silent records of scholastic efficiency, the apparatus, scientific collections, design drawings, photographs and models of school buildings, &c.; there is to be introduced at Philadelphia a novelty in the shape of a Kindergarten in operation. The materials and apparatus have been shown at former Exhibitions, but here will be an opportunity of seeing them in use. A room is to be prepared, so arranged that spectators can look down upon the work without disturbing the little ones; and here during the Exhibition season an able Kindergarten will superintend twenty children, and demonstrate that the Froebelian method of teaching children,—which engages their own natural activities to form and inform to a certain degree their own understandings, and which educates from within outwards, without straining the mind, or interrupting spontaneity of action,—is the true and natural method. Our own school system we

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STEAM CONFECTIONERY WORKS,

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PURE CONFECTIONS,

Some of which will be found Entirely New to the
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N. B. --- Price Lists sent on Application.

J. R. WOODBURN.

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have good reason to be proud of, but we doubt not that those who have been mainly instrumental in bringing it to its present efficiency will ever be ready to adopt any real improvements that may yet be evolved; and we do not hesitate to assert that the educators, as well as the manufacturers of New Brunswick, may learn useful lessons at the International Exhibition.

Of the many other benefits that New Brunswick may derive from the Centennial, we shall note briefly but one more and that is that a full representation at Philadelphia, will do much to open the eyes of the world to the advantages our country possesses as a home for emigrants. The *Times* and the *Standard*, (London, Eng.,) in the interest of English Conservatives and wealthy land-owners, do all in their power to prejudice British artisans and agricultural laborers against our fair land, probably because if emigration continues undiminished wages, in England must rise. The demagogue Bradlaugh, on the other hand describes Canada, and particularly New Brunswick, its soil and climate, and uses his influence against us for an exactly opposite purpose, his desire apparently being, that the condition of the British poor shall not improve till it necessitates the action of Parliament concerning his pet scheme,—the overthrow of the House of Lords, and a division of the domains of Royalty and nobility, into small homesteads, &c. The display our Dominion makes at next year's exhibition will, we hope, overcome all these adverse influences, and silence forever those misrepresentations which wide-spread ignorance with regard to us, has alone made possible. The Government intend to fully exhibit the fisheries, the woods, the agricultural products, and the mineral resources of the Dominion. Let our manufacturers look earnestly after their interests, and let our excellent school system also obtain a recognition; and we believe such a display will do more to give the world faith in our prosperity and capabilities, than all the land grants or emigrant agents could ever do. Thus the Centennial International Exhibition presents an opportunity such as never before has occurred, and perhaps never again will be afforded for introducing our products to the markets of the world, for improving our manufactures and institutions, by inspecting those of other lands, and for inviting the impoverished population of the Old World to the fair lands and pleasant homes of our broad Dominion.

I WANT LIVE AGENTS!

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Will Pay

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Apply to

IRA CORNWALL, Jr.,

The Business I want you
for will not interfere with
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TRADE BETWEEN Canada and the West Indies.

The following article on "Trade between Canada and the West Indies," published recently in the Toronto *Globe*, with additional extracts and statistics from other leading journals, is worthy of a careful perusal by all, and we particularly invite the attention of our manufacturers to the facts and figures therein recorded :

("GLOBE," 12th March, 1875.)

We have frequently had occasion to refer to the development of trade relations between Canada and other countries, and how, especially during the last six or seven years, our merchants, instead of being willing, as they were formerly, to let our neighbors be their commission agents, and thereby reap an extra profit, have gone directly in to the different markets, and found that they could themselves do business there as promptly and more profitably than ever was possible according to the old plan. There are many countries, the ports of which lie as open to us as to our friends over the way. No reason, therefore, in the world why we should not in these be our own commission merchants, and pocket the difference. Especially does this hold true of the West Indian and South American trade, which might easily, if properly cultivated, assume at no distant day enormous dimensions. To a great extent, this trade has hitherto been and is still almost exclusively in the hands of United States merchants. These gentlemen have known its value and importance, and have cultivated it with careful assiduity. A very great deal of what they have traded in has been drawn from Canada; for instead of going to meet them as competitors in tropical markets, we have been content to take what they offered for our wares, and thus have allowed golden opportunities to slip by unimproved. We had in 1866 a deputation to explore the unknown regions in the West Indies and to try to secure there a direct market for our surplus products; but with the exception of the usual speech-making and dinner-eating, the results of the deputation did not amount to much. Those fertile lands ceased to be, in the estimation of a few, so entirely mythical as they had been before; but the Government of the day simply stirred in its sleep, and took not a single step to forward an object which all its members professed to have ardently at heart.

The first thing to be done to develop the traffic was to have made postal communication easy, direct and frequent. As it was then, all Canadian communication with the West Indies and South America was by favour of the United States Post Office, with the exception of a monthly despatch from Halifax, which, from its connection with Liverpool steamers, and its running to suit their arrivals and sailings, has never amounted to anything as a mail route. As things were in 1866, they are still substantially in 1874. Nothing has been done to improve our postal connections and facilitate our trade. This is the more to be regretted, seeing that so early as December, 1865, overtures were made to the then Government of Canada by a reliable Montreal

NEW BRUNSWICK

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Band Saws,

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Mill Machinery,

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Stoves,

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firm, to establish a weekly line of steamers between Montreal and Halifax, and a further offer at the same time to arrange for another line between Halifax and the West Indies as soon as the requirements of the latter project had been determined upon by the authorities. These requirements, however, *never* were determined upon, and the proposals came to nothing. The volume of trade with these countries and Canada has been gradually creeping up in the interval, but it is still small compared with what it might be, and what it would have been ere now had even a monthly line of steamers been put on the route, and energetic measures taken to have the traffic conducted on mutually advantageous terms. Let it never be forgotten that what these countries need, and what they are every year receiving from the States, are just the very articles that we produce in abundance, and those for which we are continually complaining we cannot secure a sufficiently large and remunerative market.

As we have said, we sell, and with the disadvantage of very heavy import dues, the most of our products to the United States, while we leave such markets as those we speak of almost entirely to these our commercial rivals. Let us take the trade with the British West Indies alone, and see what share we get in what is by no means small as it is, and destined in a short time to be very much larger.

The following table shows the exports from the United States to the British West India Islands alone during the six months ending 31st Dec., 1871 :

Agricultural Implements.....	\$2,235
Animals alive.....	261,628
Bread and Biscuit.....	195,516
Indian Cornmeal.....	196,301
Indian Corn.....	80,762
Flour, 205, 123 barrels.....	1,377,312
Not specified.....	26,408
Boots and Shoes.....	23,222
Oil Cake.....	71,351
Oil, Illuminating.....	72,193
Butter.....	96,047
Cheese.....	42,844
Lard.....	141,288
Sewing Machines.....	39,887
Soap.....	15,140
Bacon and Hams.....	54,769
Beef.....	110,808
Pork.....	294,632
Tobacco.....	144,938
Wood Manufactures.....	80,815
Box Shooks.....	261,630
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Per annum.....	\$6,901,352

Let it be noted that this includes nothing but the British West Indies. The trade with Cuba, San Domingo, all the French, Dutch, Spanish, and independent countries in those quarters, is to be reckoned in addition. Go over the above list, and it will be seen that, with perhaps one or two exceptions, all the articles mentioned are our staple

NOTICE.

Having received about \$5,000.00 worth of the Finest
Quality of

Oil-Tanned Larrigan Leather

From WM. PETERS, one of the Leading Tanners in
the Province of New Brunswick, we will be pre-
pared for the Manufacture of all kinds of

LARRIGANS & SHOE PACS,

And believing this Stock to be far Superior
to any imported from the United States, will guar-
antee all our Customers a SUPERIOR ARTICLE at a

CHEAPER RATE

than any Manufacturer in the Dominion of Canada.
Also, having received one of the

LATEST IMPROVED TURN SHOE MACHINES,

at a cost of \$1,000.00, (it being the ONLY Machine of
the kind in the Dominion of Canada, being in use
for the past Six Months, and giving the Best
Satisfaction), we will be able to compete
with any of the Americans or Ca-
nadians in the

Manufacture of Ladies', Gents', Misses' and Children's Slippers,
OF ALL KINDS.

Parties will do well to call and see for themselves.

VINCENT & McFATE,

PARADISE ROW, ST. JOHN, N. B.

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products, and that there is not included among them lumber, which is sent in very large quantities ostensibly from the States, but really the produce of Canada. Let us see now what Canada sent of these articles to the same islands during the same twelve months of 1871:

Ontario.....	\$1,783
Quebec.....	121,632
Nova Scotia.....	2,113,202
New Brunswick.....	83,805

\$2,319,702

It may be said that this exhibit does not look so badly. Here we have nearly two millions and a half of dollars worth in all. But then by far the large moiety of that consists of fish, while of agricultural produce, manufactures, the products of forests &c., there is almost nothing. While during the year ending 30th June, 1872, Ontario exported to the United States, \$19,767,756 worth of her products, of which there were nearly seven millions worth agricultural, in addition to animals, &c., she did not send one barrel of flour, or one pound of cheese or butter, directly to any part of the West Indies or South America. Let us give a view of the whole in a single table, and we shall be thus able to contrast our transactions with those on the other side, as given above.

Our exports then to the British West Indies for the year ending 30th June, '872., were as follows:—

PROVINCES.	The Mine.	The Fisheries.	Forest.	Animals and their Produce	Agricultural Products.	Manufactures.	Total.
	\$	\$	\$	\$	\$	\$	\$
ONTARIO.....						1,783	1,783
QUEBEC.....		108,893	6,884	1,350	1,474	3,031	121,632
NOVA SCOTIA.....	4,623	1,413,234	526,038	94,068	51,627	45,356	2,113,202
NEW BRUNSWICK.....	15	736	70,085	2,179	4,310	5,610	83,805
TOTAL.....	\$4,643	\$1,527,063	\$63,907	\$97,597	\$57,411	\$69,280	\$2,319,702

It thus appear that of the different kinds of products of which the United States sent nearly seven millions worth in a year to the British West Indies, Canada sent only \$181,288 worth. If we have a staple, it is surely flour. In half a year the United States sent to the British West Indies alone 205,123 barrels, while Canadians in a year, sent 1,045 barrels. The money received in the one case was \$1,377,312, in the other \$3,916. Cheese and lard we surely produce in considerable quantities. Of these, unitedly, we sent in a year, 33,380 lbs., which cost \$4,423, while in six months of the same year, the United States sent to the same place \$184,132 worth of these articles. Bacon and hams we can surely cure to some purpose. Yet, while we sent from Ontario alone \$61,183 worth of these in 1871-2 to the States, we sent none to the West Indies, nor did any of the rest of our Provinces. In butter we make a better show than in anything else, though even in it we can only speak of about forty-six thousand dol-

SPENCER'S VESUVIAN LINIMENT.

DUNCAN McISAAC, Little Judique, C. B.,

Testifies that Spencer's Vesuvian Liniment is the Best Remedy for Rheumatic Complaints that can be had. He writes for a supply in order that his neighbors may be benefitted, as he has been, by its use.

W. H. ADAMS, St. John, N. B.,

Has no hesitation in saying that Spencer's Vesuvian Liniment is all it professes to be. One 30-cent bottle has accomplished in his family what the Doctors could not effect. Pain, Time and Money are saved by its use.

JOHN SPROUL,

Proprietor of that Popular Hotel, "THE OLIVE HOUSE," Sussex, writes that after being disabled for many months by RHEUMATISM finds himself totally cured by the use of one bottle of Spencer's Vesuvian Liniment.

GEORGE HUME,

Proprietor of LONG'S HOTEL, Fredericton, says: "I have used all the various Liniments in the market, all that are advertised, all that have been generally recommended, but I have found none so good for Sprains, Bruises, Harness Galls, Cuts and Lameness as SPENCER'S VESUVIAN LINIMENT."

Mr. Hume has been engaged in Staging for many years, and he knows whereof he speaks.

ANTHONY HARDING, of St. John, N. B.,

Certifies that after years of suffering with Rheumatism he has been radically cured by a few applications of Spencer's Vesuvian Liniment.

He also certifies that it is a Positive Cure for PILES, and the best remedy for Cuts, Bruises, etc., that has come under his observation.

SPENCER'S VESUVIAN LINIMENT

Is put up in bottles at 20 cents, 30 cents and 40 cents each, also in Large Bottles at \$1.00 and \$2.00 each.

SPENCER'S ANILINE DYES.

Every packet of my Dyes is accompanied by full directions for use, and when those directions are followed success is guaranteed. The colors are: Roseine, Ponceau, Scarlet, Napoleon Blue, Peacock Green, Bismarck Brown, Orange, Purple and Violet. Dealers in remote sections of the Maritime Provinces will be supplied by Mail at lowest prices without charge for postage.

H. L. SPENCER,

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Spencer's Arnica Court and Surgeons' Dressing Plaster

Cannot be removed by ordinary washing, and its Healing Properties are truly remarkable. Every packet of one dozen contains more than 300 square inches of Plaster.

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lars worth in a year, while the States sent in the same time more than four times that amount. In short, except in fish, with which the United States can never compete with us, we are *nowhere*.

Let us take one other fact, more striking still, to show the character and extent of an export trade we have given over all but entirely to our neighbours. In 1870 the port of New York alone exported to Cuba articles to the value of \$9,001,498; to Hayti, \$1,072,758; to other West Indies, \$6,500,383; while to British Guiana it sent goods worth \$1,090,782; and to other ports of South America, \$11,856,929; or in all, very nearly thirty millions of dollars. While New York did thus, in 1870, a very extensive export business with the West Indies and South America, what share had Canada in the same enterprise during the succeeding year, when the whole trade was considerably increased?

Ontario did business to the extent of \$11,492: Quebec, \$701,551; Nova Scotia, of course, did better, chiefly in fish. She sent to those countries goods to the value of \$3,399,718. Yet the account is a beggarly one—not one-tenth of what was sent from New York; while two-thirds of what was sent was fish, which is to be looked on as a specialty in any case. New Brunswick's trade to those regions amounted to \$881,019. This gives a grand total of \$4,903,780 for all Canada, while New York alone, in accurate figures, sent to the same countries goods to the value of \$29,522,350, with no fish whatever, or none worth mentioning.

When we come to particulars, however, we are still more astonished that we should have allowed so large a trade with our fellow-subjects, and in the very articles we specially need a market for, to remain almost entirely in the hands of our commercial rivals. Barbadoes is a small but thickly populated and very prosperous island, of only 166 square miles in area, doing a large business, and having every available inch of surface in a state of reasonably fair cultivation. To that island the States in the course of a year send, on an average, the following articles of the affixed values:—

Flour and rye flour.....	80,000 brls.....	\$700,000
Meal.....	60,000 brls.....	200,000
Bread.....	36,000 brls.....	105,000
Pork.....	10,000 brls.....	160,000
Beef.....	5,000 brls.....	55,000
Corn.....	40,000 bgs.....	70,000
Peas and beans.....	25,000 bgs.....	100,000
Tobacco.....	200 hhd.....	60,000
Oil cake.....	6,000 punchns...	100,000
Kerosene oil.....	20,000 cases.....	40,000
Sundries, such as hams, bacon, &c.....	2,500 brls.....	100,000

\$1,690,000

In all of which Canada is *nil* or next to it. Not only these; there is a great variety of other things sent to these Barbadians, such as furniture, carriages, mules, horses, &c. And what return cargoes come from Barbadoes? Chiefly molasses, to the extent of about 15,000 puncheons; while we in Ontario during 1871-2 imported direct some \$600 worth of that article, and received all the rest from the States and Quebec, while even in Quebec much more was brought from the States than directly from the West Indies. To British Guiana which is one of the richest and most productive of the British Colonies, goods of a similar description are sent by the U. S., to the yearly

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DYERS, SCOURERS, FRENCH CLEANERS,
 And Practical Ostrich Feather Dressers.

ALL DESCRIPTIONS OF

Ladies' & Gentlemen's Garments**CLEANED, DYED, AND FINISHED IN A FIRST CLASS STYLE.****Country Orders Punctually Attended to.****AGENTS:****T. A. GAVAZA & SONS, Annapolis, N. S.****R. B. JONES, New Brunswick House, Woodstock.****Mrs. SAUNDERS, Main Street, Portland.****CHARGES MODERATE.**

value of \$1,400,000; to Trinidad, \$335,000; Antigua, \$400,000; St. Kitts, \$500,000, and so on, while Guiana in return sends to the same country about 25,0000 bbls. of sugar, and 12,000 puncheons of molasses.

We have surely said enough to show that there is an immense trade open to Canadians in those regions, if they have only a moderate amount of tact and push to take advantage of the openings presented, and if the Canadian Government affords that measure of encouragement in the way of postal facilities, &c., which every prudent and far-seeing Government is bound to supply when so large commercial interests are at stake. Arrangements may have to be made with the local authorities, and increased commercial facilities secured, but where mutual interests point so evidently in the same direction, it ought not to be difficult to manage all that work easily and successfully.

A good deal of the trade between these southern regions and the States has been done by sailing vessels, and is so still. New Englanders, who partly or altogether own the vessels they sail, take assorted cargoes and bring back sugar, molasses, &c., as the same class in Nova Scotia do. The modern tendency, however, is more and more to have the business done by steam. At least a line of steamers carrying the mails is the first thing to be arranged. A regular mail line runs already once a month from New York for St. Thomas and Brazil, but that does not fully subserve Canadian commercial purposes. As far as trade is concerned, it may be said to do altogether the very reverse. We are accordingly glad to understand that in the event of the Canadian Government granting a reasonable postal subsidy for a term of years (and to develop such a trade this is indispensably necessary), reliable parties in Montreal are prepared to put on first-class ocean steamboats for a monthly service between Montreal in summer and Halifax in winter, as the one terminus, and British Guiana as the other, calling at Pictou, New York, St. Thomas and Barbadoes for freight and passengers, both going and coming. As the U. S. steamer leaves on the 23rd of every month in order to catch one of the bi-monthly steamers for Southampton at St. Thomas, it would be necessary that the proposed Canadian packet should leave Quebec during summer, about the 3rd of each month, and Halifax or St. John, in the winter, about the 6th, getting back to Quebec about the 11th, and to Halifax in winter about the 7th. In this way, with the United States monthly mail to St. Thomas, there would be a fortnightly communication with all the different points of business, for of course Canadian and United States correspondence would be carried by both lines. Besides, steamers run from the States to Havana three times a month, and to Jamaica, the Bahamas, and Bermuda always once a month, and occasionally once a fortnight.

That such a line of Canadian steamers, of capacity to carry about 10,000 barrels of flour and from fifty to sixty first-class passengers, would very speedily have far more business than a monthly boat could overtake, we have no doubt whatever. A wise liberality and prompt action in connection with the movement on the part of the Government, will be found to be the truest economy. Of course, becoming prudence has to be exercised, so that while the subsidy is liberal it shall not be excessive, and so that all due guarantees be taken to have the terms of the contract carried fully and fairly out; but with such a trade as we have indicated waiting to be taken up, and offering such advantages to Canada and Canadians, it would be short-sighted in the extreme to allow a single season to pass without putting matters in train for the speedy and effectual opening up of what gives every promise of becoming, at no distant day, a most inviting and extensive field for the commercial operations of Canadians in all the four Eastern Provinces.

PARKS'**COTTON MANUFACTURES.****COTTON WARP.***White, Blue, Red, Orange and Green, Nos. 5's. to 10's.***COTTON CARPET WARP,***Made of No. 8's. Yarn, 4 ply, twisted.***WHITE, BLUE, GREEN, RED, ORANGE, BROWN, SLATE, &C., &C.****ALL FAST COLORS.**

In manufacturing our Goods we take the greatest care to make them of such a quality as to give satisfaction to the consumer. We warrant them to be **FULL LENGTH** and **WEIGHT**, stronger and better in every respect than any other Yarn in the Market. All our Goods have our name upon them, and are sold by us only to the Wholesale Trade, from whom Country Merchants and Consumers can always obtain them by asking **SPECIALLY** for them.

WM. PARKS & SON,
New Brunswick Cotton Mills,
ST. JOHN, N. B.

VALUE OF EXPORTS FROM THE UNITED STATES TO THE UNDERMENTIONED COUNTRIES, OF VARIOUS ARTICLES, THE PRODUCE OR MANUFACTURE OF THE UNITED STATES, WHICH ARE OR CAN BE PRODUCED OR MANUFACTURED IN THE DOMINION OF CANADA, (YEAR ENDING JUNE, 1864,) AS PUBLISHED BY THE ONTARIO ADVISORY BOARD.

ARTICLES.	British West Indies.	French West Indies.	Spanish West Indies.	Hayti and St. Domingo.	Mexico.	Central America.	New Granada and Venezuela.	Brazil.	Argentina and Disputing Republics.
Agricultural Implements.....	\$ 10,117	\$ 817	\$ 75,842	\$ 10,709	\$ 37,701	\$ 1,000	\$ 41,947	\$ 29,073	\$ 24,771
Alcohol.....	11,162	.....	1,425	1,350	9,908	607	13,748	.....	24,703
Animals.....	4,142	.....	11,231	.....	8,370	.....	349	.....	.....
Apples.....	9,906	1,900	32,092	1,369	14,333	122	4,082	12,300	.....
Asbes.....	.....	378	649	96	1,127	.....	1,028	402	.....
Bark.....	35	.....	1,028	.....	3,915	1,707	31,540	9,806	7,153
Beef.....	33,903	53,262	31,563	40,094	18,374	202	8,323	.....	.....
Beer, ale and porter.....	45,905	127	34,060	600	18,374	4,791	972	15,341	1,805
Blacking.....	4,347	.....	2,664	215	6,398	.....	1,979	6,415	1,839
Bones and Ours.....	5,201	842	5,352	177	4,101	92	.....	.....	.....
Bone Black.....	.....	.....	113,238	.....	1,128	.....	.....	.....	.....
Books, blank.....	.....	1,001	184,657	50	373,146	11,502	112,500	19,192	17,286
Boots and shoes (leather).....	190,622	1,001	184,657	22,482	19,865	2,521	40,717	20,971	3,604
Bread and biscuit.....	200,300	19,112	63,806	12,419	157	300	772	.....	100
Bricks.....	2,432	2,005	23,827	3,519	11,755	405	6,776	6,089	2,411
Brooms and brushes.....	30,724	4,178	29,734	237	50,513	1,951	148,466	2,090	13,237
Butter.....	30,724	4,178	29,734	91,005	37,744	655	50,586	50	2,908
Cables & cordage.....	32,402	6,865	103,479	8,227	147,523	878	88,651	8,967	6,404
Candles.....	413,372	2,278	191,650	31,611	65,195	1,360	7,774	5,254	.....
Carriages and parts.....	32,621	5,108	48,565	4,111	7,472	.....	4,360	4,360	.....
Cars—railroad.....	1,974	.....	118,208	.....	461	6,000	2,250	12,800	512
Chandeliers and gas fixtures.....	1,234	795	31,250	429	21,689	1,189	18,848	10,767	8,855
Cheese.....	122,121	2,110	102,187	28,705	10,116	541	48,740	19,191	2,180
Clothing.....	32,826	491	6,179	289	208,678	3,719	218,481	2,552	.....
Cool.....	251	.....	37,757	1,407	94,466	20,406	10,286	975	.....
Corn.....	2,443	20,969	9,359	34,186	43,200	423	1,903	.....	.....
Corn and Butters.....	1,672	135	2,182	538	3,770	510	35,850	1,137	504
Copper.....	4,325	.....	8,842	.....	16,318	2,699	25,482	116,339	390
Copper & Brass in fns. not spelt d.....	9,354	1,200	33,119	5,985	16,318	2,699	25,482	116,339	390
Cutlery.....	13,677	490	40,561	3,376	11,745	1,438	4,865	15	.....
Earthen and Stone ware.....	3,445	.....	11,370	157	11,745	475	15,227	9,941	1,173
Eggs.....	1,566	.....	27,322	.....	4,732	.....	9,461	3,063	.....
Fin—dried or smoked.....	35,812	45,183	149,516	311,794	4,732	475	15,227	9,941	1,173
do. pickled.....	.....	28,099	43,324	228,064	4,732	475	15,227	9,941	1,173
Furs and fur skins.....	.....	1,623	1,607	31,701	30,231	275	15,385	3,150	850
Fruits, preserved or dried.....	8,395	1,923	3,620	1,167	40,670	818	32,390	45,431	17,475
Glue.....	25,494	1,308	82,400	9,301	40,670	818	172	129	.....
Grain.....	.....	.....	4,639	83	3,811	.....	.....	.....	.....
Gunpowder.....	1,821	.....	19,340	.....	6,241	.....	30,338	.....	.....

Established 1871.

Established 1871.

General Insurance Agency.

ACCIDENT.

FIRE.

Ira Cornwall, Jr.,

231 PRINCE WILLIAM STREET,

SAINT JOHN, N. B.

LIFE.

GUARANTEE.

ARTICLES.	British West Indies.	French West Indies.	Spanish West Indies.	Haiti and St. Domingo.	Mexico.	Central America.	New Granada and Venezuela.	Brazil.	Argentine and Cisplatine Republics.
Hams and bacon.	178,706	30,114	483,332	50,907	40,731	1,904	58,423	15,633	2,466
Hardware.	45,260	2,523	285,800	15,053	190,679	21,068	143,758	43,533	46,944
Hats—wool, fur or silk.	1,340	74	6,283	6,283	11,168	437	5,017	3,382	.....
do. straw or palm-leaf.	18,000	55	21,606	1,066	21,982	.....	115	187	.....
Hay.	30,224	880	34,564	2,400	11,966	40	4,061	325	.....
Hemp manufactures, not specified.	4,624	.....	7,250	2,890	9,788	.....	4,061	325	.....
Ropes.	1,794	.....	1,288	2,692	9,307	.....	2,082	322	6,702
House furniture.	71,693	5,319	205,445	20,427	163,192	17,774	60,546	48,660	68,262
Iron.	35,743	8,785	50,037	5,013	5,892	.....	5,186	19,157	.....
India rubber manufactures.	4,686	.....	50,056	603	55,008	1,124	14,748	22,464	2,877
Ink.	11	.....	1,480	.....	2,207	67	97	30	.....
Iron, viz., castings.	19,017	.....	10,090	90	11,493	68	2,452	13,369	6,069
Naile, castings.	3,650	3,864	144,446	9,854	70,355	.....	11,703	105	.....
Steam engines.	.....	.....	90,264	2,601	34,346	.....	9,814	60,000	.....
Locomotives.	33,864	1,549	341,808	17,738	433,138	13,840	71,370	54,362	5,467
Other finished machines.	2,556	.....	492,137	776	13,001	259	1,536	1,536	.....
Safes and doors.	26,653	1,008	9,401	15,101	173,672	8,865	171,346	20,511	3,181
Other manufactures, &c.	210	.....	267,379	.....	9,680	163	28,907	52,649	18,237
Steel manufactures, springs, &c.	13,015	196	10,641	1,346	45,147	761	403,771	240,213	15,612
Lamps.	396,818	41,772	2,206,964	135,029	240,088	6,683	4,731	84	1,511
Lard.	23,781	1,310	15,160	258	11,115	1,945	5,407	830	1,477
Leather, manufactures of common.	942	.....	39,844	746	11,753	.....	5,304	81,808	322,617
do. not specified.	3,666	28,786	735,332	144,516	215,111	7,410	59,049	6,527	.....
Lumber, viz., boards, planks, &c.	153,838	.....	735,332	.....	2,101	.....	.....	1,023	.....
Laths and pickets.	1,971	.....	745,434	.....	130	.....	258	18,793	137,581
Box shooks.	1,968	1,975	58,080	7,701	23,280	1,116	17,477	18,793	8,766
Other lumber and timber.	10,483	10,391	10,391	44,889	9,638	166	1,898	256	.....
Shingles.	1,190	4,321	22,417	177	269	1,625	280	183	66
Marble stone—rough.	1,190	157	67,486	2,397	8,081	1,560	2,297	2,295	2,174
do.	4,140	795	262	100	404	.....	36	890	872
Masts and spars.	2,688	770	23,211	5,004	7,400	1,587	5,423	8,960	1,638
Matches.	29,680	350	1,267	.....	9,268	.....	802	738	.....
Meats, preserved.	5,949	1,306	2,558	703	9,268	287	8,354	3,657	1,006
Medicines, prepared.	10,236	.....	6,122	808	19,188	259	3,245	1,068	.....
Musket iron, whips, and fish.	18,110	150	89,534	6,770	5,362	600	13,738	1,068	.....
Oil.	33,927	97	13,316	310	5,624	.....	1,145	1,068	.....
Lard and tallow.	85,712	9,655	306,667	12,236	78,234	7,589	70,036	200,573	135,689
Petroleum, coal oil, &c.	11,496	2,479	76,817	5,413	11,564	333	3,774	3,774	3,372
Onions.	11,496	2,479	76,817	5,413	31,744	1,822	3,774	3,774	3,372
Paints, prepared.	19,237	1,307	90,427	8,281	31,744	1,822	3,774	3,774	3,372
Paper and stationery.	15,988	177	192,229	6,360	14,268	1,261	15,988	32,013	3,361
Perfumery and perfumed soaps.	5,817	457	34,842	603	14,268	1,261	15,988	1,261	1,261
Photographic materials.	46	.....	20,228	794	13,764	.....	9,171	5,693	4,042
Pickles and sauces.	3,378	80	6,164	131	13,764	1,107	4,992	4,992	.....

W. H. OLIVE,
Custom-House Broker,

FORWARDING & COMMISSION AGENT,
RAILROAD AND STEAMBOAT TICKET AGENT,

Ticket Agent for Intercolonial Railway,

PROPRIETOR OF OLIVE'S BAGGAGE EXPRESS,

AGENT FOR

WATEROUS ENGINE WORKS CO.,

(Of Brantford, Ont.)

Leffell's Double Turbine Water Wheels,

ALL KINDS OF

WOOD AND IRON-WORKING MACHINERY.

Fire Extinguisher Manufacturing Co., of Toronto.

OFFICE--130 PRINCE WILLIAM STREET,

(Corner' Duke,)

ST. JOHN. N. B.

ARTICLES.	British West Indies.	French West Indies.	Spanish West Indies.	Haiti and St. Domingo.	Mexico.	Central America.	New Granada and Venezuela.	Brazil.	Argentine and Cisplatine Republics.
Plated ware.....	\$ 2,771	\$ 45	\$ 11,311	\$ 58	\$ 3,658	\$ 3,769	\$ 2,895	\$ 3,796	\$
Port.....	892,467	73,148	44,944	920,254	7,160	8,595	35,128	8,595	1,357
Printed paper.....	62,476	2,236	30,578	3,588	33,927	481	16,742	47	1,750
Printing presses and type.....	10,294	2,236	27,918	1,364	13,660	722	14,116	750	4,101
Raw cotton.....	4,870	1,055	27,110	2,041	30,063	.....	4,116	132	.....
Oats.....	10,907	163	34,694	2,041	30,063	.....	4,116	132	.....
Beans.....	9,274	1,714	102,897	4,051	8,995	69	4,291	433	.....
Peas.....	98,302	127	6,748	29	350	.....	692	.....	.....
Barley.....	295	77	2,396	816	290	.....	228	697	.....
Brans and shorts.....	2,148	31	1,549	111	230	.....	.....	744	.....
Saddlery and harness.....	0,048	115	13,919	2,511	51,655	469	9,189	1,520	167
Scales and balances.....	2,923	62	8,165	2,292	11,449	210	7,186	5,309	1,056
Sewing machines.....	6,254	95	68,687	1,191	53,861	1,272	46,713	50,281	53,737
Skirts.....	13,158	164	51,595	1,105	31,466	76	39,065	51,806	30,604
Snuff.....	3,212	329	6,041	256,298	3,494	.....	508	.....	650
Soap.....	42,992	365	67,301	256,298	138,078	.....	103,186	20,611	.....
Spirit-Whiskey.....	28,106	65	1,013	254	29,160	1,334	5,418	2,138	6,333
Do. - Brandy.....	6,021	.....	2,541	352	39,030	345	11,748	408	152
Starch.....	8,919	1,120	.....	.....	5,961	136	.....	.....	20,001
Staves and heading.....	91,894	16,065	.....	325	2,161	1,625	8,833	2,962	3,003
Shooks.....	170,915	22,274	.....	5,270	2,846	.....	.....	11,273	16,837
Shooks.....	6,063	.....	.....	428	377	.....	62	750	32
Barrels & Hog-heads, empty.....	1,684	1,613	1,613	1,166	11,300	1,373	1,898	2,000	445
Staves and stove furnishings.....	1,627	.....	14,665	.....	1,052	.....	.....	.....	.....
Straw goods.....	60	.....	146,601	.....	2,835	.....	81,985	6,276	.....
Sticks.....	6,847	853	.....	.....	58,740	.....	.....	.....	.....
Sticks - rough or hewn.....	.....	30	.....	.....	.....	.....	.....	.....	.....
Timber.....	4,788	27	6,340	1,711	7,544	322	6,083	3,307	1,554
Tobacco, manufactured, & cigars.....	83,400	30,371	97,155	6,975	79,435	.....	90,599	31,018	43,769
Trunks and valises.....	6,570	632	39,091	6,501	30,428	75	3,048	2,398	.....
Varnish.....	4,477	79	27,793	1,546	4,708	1,359	3,048	3,398	4,330
Vegetables.....	6,647	595	3,320	1,435	9,712	403	6,601	156	.....
Vinegar.....	9,002	11	4,714	154	5,449	474	2,134	595	413
Waggon, carts & wheelbarrows.....	8,013	2,010	17,506	1,253	34,214	.....	.....	4,687	.....
Wheat.....	11,453	.....	62,439	.....	28	1,718	.....	.....	.....
do. flour.....	3,134,348	556,897	428,562	983,430	855,714	35,853	491,554	3,482,225	222,510
Woodenware.....	16,121	602	29,350	3,681	30,213	804	3,566	10,114	3,648
Wood manufactures, not specified.....	25,541	3,683	94,932	17,167	37,008	3,067	22,485	11,423	.....
Woolen do. do.....	.....	350	3,100	.....	12,292	646	3,000	.....	.....
Total Exports from U. S. of the produce or manufacture of U. S.	10,688,616	1,427,740	18,203,817	4,272,561	10,927,960	312,721	7,217,369	5,431,772	1,469,701

DOMINION SIGN SHOP

O. R. S. ISBISTER,
53 & 57 DOCK STREET, - ST. JOHN, N. B.

All the following kinds of PAINTING promptly attended to and executed with neatness and dispatch :

HOUSE,
SHIP,
SIGN,
BLIND,
AND ORNAMENTAL,
GRAINING,
MARBLING,
GILDING,
PAPER HANGING, &C.

ALSO, DEALER IN

PAINTS, MIXED PAINTS, GLASS, VARNISHES,
OILS, GOLD LEAF, &C.

O. R. S. ISBISTER,
53 DOCK STREET,
SAINT JOHN, N. B.

TABLE OF THE PRINCIPAL IMPORTS INTO THE UNITED STATES FROM THE UNDERMENTIONED COUNTRIES, 1874.

ARTICLES.	British West Indies.	French West Indies.	Spanish West Indies.	Haiti and St. Domingo.	Mexico.	Central America.	New Granada and Venezuela.	Brazil.	Argentine Republic.
Cocoanuts.....	\$ 12,184	.....	.....	.....	\$ 30	\$ 200	\$ 26,554	.....	\$ ..
Berries, nuts and crude dyes.....	62	.....	.....	.....	.....	.....	4,093	13,114	.....
Chechina.....	2,419	.....	.....	.....	133,070	1,056	34,719	.....	.....
Indigo.....	5,189	.....	.....	.....	361	7,839	54,133	.....	.....
Logwood.....	143,776	.....	2,189	33,317	59,635	.....	3,942	.....	.....
Campwood, rustic & other dye woods.....	9,272	.....	12,171	8,656	50,661	2,891	11,554	39	.....
Guanio.....	90,983	.....	1,843	6,173	204	.....	24,041	.....	.....
Horsehair, for wearing.....	16	.....	1,518	.....	1,917	.....	3-7	77,921	122,471
Palm Leaf, unmanufactured.....	.....	.....	134,638	.....	.....	2,955	.....	.....	.....
Pine apples and bananas.....	107,785	.....	18,225	231	21	.....	.....	.....	.....
Rags.....	3,683	.....	2,006	.....	927	.....	.....	.....	.....
Woods—manufactured, viz:	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cedar.....	4,687	.....	164,171	.....	1,152	.....	143	504	244
Lignumvite.....	663	.....	3,600	19,695	400	.....	.....	.....	.....
Mahogany.....	9,859	.....	18,177	32,430	60,682	.....	943	.....	.....
Rosewood.....	2,202	.....	.....	62	.....	.....	208	154,555	.....
Other cabinet wood.....	479	.....	15,321	3,658	108	1,455	.....	12,427	.....
Arrowroot.....	8,385	.....	.....	.....	40	.....	.....	.....	.....
Bones, in pig, bar and old.....	27,756	.....	6,469	.....	1,070	40	288	289	.....
Cocoa.....	83,559	.....	4,569	36,638	1,068	840	119,947	22,786	.....
Coffee, and chocolate.....	226,656	153	1,246,257	1,246,257	16,725	319,300	2,164,696	10,510,882	.....
Couper, pig or ingot.....	.....	.....	8,562	.....	10,725	.....	17,628	1,646	.....
Do, old.....	79,862	.....	42,273	837	5,276	153	294,524	295,839	1,000
Cotton, raw.....	647,686	.....	1,188,681	173,637	4,859,725	1,609	15,203	38,651	.....
Balsams, copaiba, tolu, etc.....	.....	.....	.....	.....	.....	.....	966,35-2	.....	.....
Bark, Peruvian and Cinchona.....	718	.....	13,403	.....	.....	.....	.....	.....	.....
Sarsaparilla.....	23,814	.....	2,711	.....	4,045	39,608	357	.....	.....
Fruits—	.....	.....	.....	.....	.....	.....	.....	.....	.....
Oranges.....	11,706	.....	40,611	.....	1,054	9	1,053	.....	.....
Bananas and plantains.....	11,010	256	48,507	528	1,172	978	21	.....	.....
Pears, undressed.....	.....	.....	.....	.....	1,110	.....	4,846	4,889	85,924
Gn.....	10,887	.....	885	.....	.....	.....	22,499	.....	.....
Hats of straw, palm, etc.....	.....	.....	1,248	346	138	.....	27	11,503	176
Horns.....	182	.....	417	.....	34,052	.....	.....	83	.....
Junk, raw hemp and oak.....	62	.....	441	.....	.....	.....	.....	167	.....
Sisal, grass and other material for cordage, not specified.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hides, dry.....	47,225	2,744	42,200	12,134	29,403	.....	.....	.....	.....
Green or wet.....	7,776	1,046	.....	.....	217,314	59,201	799,439	908,086	1,703,167
Great skins.....	25,025	.....	2,746	219	2,049	92	106,787	39,302	138,598
Honey.....	.....	.....	14,531	12,475	344,613	30,891	155	43,717	91,422
India rubber, crude.....	316	.....	.....	.....	.....	9,945	303,996	1,698,176	.....
Iron, old scrap.....	41,565	155	70,045	704	.....	80	1,061	11,854	.....
Nuts.....	1,113	.....	9,017	.....	172	.....	.....	62,425	.....

STOVE WAREROOMS,
 CORNER CHURCH & CANTERBURY STREETS,
 ST. JOHN, N. B.

The Subscriber has just received a large and well-assorted Consignment of

COOKING STOVES AND RANGES,
HALL STOVES AND FRANKLINS,

IN ALL THE LATEST AND MOST IMPROVED DESIGNS.

ALSO, A LARGE SUPPLY OF

KITCHEN TINWARE, COAL SCUTTLES,
COAL SHOVELS,

And all kinds of Pantry Furniture of the most Improved Patterns,

All of which he is prepared to sell at a

VERY SLIGHT ADVANCE ON COST.

A LIBERAL DISCOUNT TO CASH PURCHASERS.

Housekeepers requiring Outfits will receive **PROMPT ATTENTION**
 and **A GOOD ARTICLE.**

JOHN ALLEN.

ARTICLES.	British West Indies.	French West Indies.	Spanish West Indies.	Haiti and St. Domingo.	Mexico.	Central America.	New Granada and Venezuela.	Brazil.	Argentine Republic.
Oil, palm and coconut.....	\$ 1,515	.....	\$ 2,983	.....	\$ 314	.....	\$ 800	.....	.....
Rice, uncleaned or paddy.....	1,000	.....	.....	.....	15	.....	.....	40,745	.....
Salt, uncleaned or paddy.....	177,679	.....	718	.....	36,247	1,555	741	.....	.....
Pepper.....	95,472	.....	.....	.....	.....	.....	126	.....	.....
Vanilla Beans.....	24,801	120	3,795	.....	22,873	.....	.....	.....	.....
Run.....	999,623	146,101	11,718	2,853	2,771	244	256	312	.....
Sugar, brown.....	13,581	8,277	25,320,494	28,021	11,819	106,275	1,144	643,533	.....
do, clayed.....	547	.....	2,487,229	214	.....	8,701	4,639	35	.....
do, refined.....	411,222	2,495	19,102	.....	169	695	10	6,316	.....
Molasses.....	24,980	.....	6,513,489	1,418	31	.....	8,384	405	.....
Tobacco leaf.....	11,995	42	994,149	12,190	2,658	.....	13,639	.....	3,314
do, manufactured.....	433	.....	10,620	2	.....	.....	699,022	134	.....
Cigars.....	.....	.....	1,338,618	48	1,690	103	15,002	.....	.....
Umbrellas and Parasols.....	165	.....	1,225	.....	9,611	21	5,256	350,396	3,618,451
Wool, unmanufactured.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total imports of all articles from these countries into the United States.....	4,085,305	235,415	37,073,934	2,002,712	7,884,891	592,387	8,108,227	14,441,617	5,971,227

Established 1811.

Established 1811.

Bookbinding & Stationery.

H. CHUBB & Co.

Printing

Chubb's Corner,

Prince William Street,

St. John, N.B.

D. MAGEE & CO.,

51 KING STREET, - - - ST. JOHN, N. B.

Manufacturers and Dealers in all Descriptions of

**GENTLEMEN'S
SATIN, CLOTH, STRAW AND FELT HATS,**

Silk, Cloth, Velvet, Fur and Scotch

C A P S ,

CHILD'S FELT, STRAW AND FANCY

HATS & CAPS,

OF ALL DESCRIPTIONS.

A WELL SELECTED STOCK OF

Ladies' and Gentlemen's Fur Goods

Kept in stock and made to order.

Wholesale Dealers are requested to Examine.

FACTORY AND WAREHOUSE:

51 KING STREET.

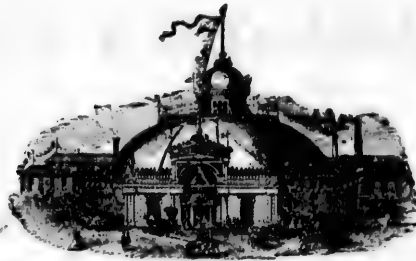
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THE NEW BRUNSWICK
MANUFACTURERS' AND MECHANICS' EXHIBITION,
TO BE OPENED SEPTEMBER 27, 1875,
 AND ITS
Connection with the International Exhibition.

To the French belongs the honour of originating Exhibitions. The first of these Industrial displays ever organized (as far as we can learn) was one held in a pavilion in the Champ de Mars during the first Republic, as far back as the year 1798, and strange to say this Exhibition originated not at all with that desire to promote universal peace and prosperity, which now characterizes such undertakings. This appears from the following extract from the circular of the French Minister of the Interior, after the closing of the Exhibition of 1798; "The Exhibition has not been numerous, but it is a first campaign, and this campaign has been disastrous to English industry."

Several Exhibitions were afterwards held in France, both under the Republic and after the Restoration, the one of 1849 being the latest National Exhibition previous to the introduction of the universal Exhibitions of the present day, commencing with that of London in 1851, followed by that of Paris, 1855, London, 1862, Paris, 1867, Vienna, 1873, and finally that now preparing to be held in Philadelphia in 1876.

While, however, the great International Exhibitions are expensive luxuries not to be undertaken more than once in five years, or so, the benefits derived from these competitions of intellect and industry have been so manifest that the old French system of Exhibitions has extended into every land, and numberless enterprising Provinces and cities have felt the stimulating influence which these friendly contests have exerted on their native industries. Here in New Brunswick we have had not a few which have been productive of much good; but we think it is not too much to predict that the Manufacturers' and Mechanics' Exhibition, which is to be opened in St. John, on the 27th of September, will prove a better organized, more purely industrial, and, therefore, more advantageous Exhibition to our manufacturers than any hitherto held. The St. John Rink, in which the Exhibition is to be located, is one of the finest, if not the finest, Skating Rinks on the Continent, covering a space of about three

BLAKSLEE & WHITNECT,

DEALERS IN ALL KINDS OF

ENGLISH, FRENCH AND AMERICAN

PAPER HANGINGS,

White Lead, Oils,

WINDOW GLASS,

PUTTY, BRUSHES, VARNISHES, ETC.

22 GERMAIN STREET,

ST. JOHN, N. B.

ORDERS PROMPTLY EXECUTED IN

HOUSE, SIGN & DECORATIVE

PAINTING,

PAPER HANGING, &c.

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thousand superficial feet, and this building, together with the Car Shed of the Intercolonial Railway, a building covering an area of 12,000 square feet, have been fitted up and decorated in a suitable manner, and the arrangements are perfect for displaying every article to the best advantage. The miniature cut at the head of this article will convey some idea of the external appearance of the buildings, a larger representation of which will be observed on the cover of the pamphlet.

From the Rules and Regulations we gather that ample provision has been made for exhibiting machinery, in motion, and we doubt not this will prove a most attractive and novel feature of the Exhibition. The utmost satisfaction, too, must result from the manner in which the Judges will be appointed, as they are to be selected for each department by the exhibitors in that department, and it is evident every effort will be made to ensure the most rigid impartiality.

A glance at the prize list, also, reveals the care and discrimination with which it has been prepared. We notice there are fourteen classes, and these aggregate 506 sections, especial pains having been taken to enumerate only such articles as are made in the Province. It shows that the variety of goods already manufactured in New Brunswick is immense, especially when we remember that farm products, such as butter, cheese &c., are not included, and many other things, no doubt, unintentionally omitted.

This Exhibition, like all others, will afford a means of advertising on a grand scale. Here the manufacturers will display before the eye of the consumer the articles of service to him, with every grade of improvement, quality and price clearly represented, enabling him at once to perceive the increased extent of native productions, and to decide at what establishment he can best obtain what he may require. The greater the competition the greater advantage will those gain who excel; but with regard to those *who pretend to ignore the Exhibition, and neglect to display their wares, the public will draw the probably correct inference that they produced nothing which could sustain their credit in the competition, and that the lack of interest really arose from a knowledge of the inferiority or exorbitant price of their own goods.*

We are happy to learn that such cases are likely to be very few in number, as we do not want to believe that there are more than a *very few* manufacturers of that class in the Province, and still less to think that there are any manufacturing a really good article, who are so illiberal, narrow-minded, and unenterprising as to refuse to be benefitted with the idea that by withholding their patronage they will make the enterprise of their neighbors collectively less successful. To those who gain diplomas the advertisement will be of substantial and lasting benefit; to those who make a meritorious display, though without obtaining any distinction, the attention which their goods will attract from the numbers who will throng the building and read the reports, must be valuable, but those who manufacture articles specified in the prize list, and yet refuse to contribute specimens of their productions, might almost as wisely cease to advertise together and commence to depreciate their own goods to every customer who enters their place of business.

The benefits, too, which this Exhibition will confer in evoking among all classes an interest in our developing industries; in diffusing generally a knowledge of arts and processes; in fostering inventive ingenuity; and in encouraging manufacturing enterprise, cannot be over-estimated.

The present prospects of our Local Exhibition leave no doubt that the highest expectations of its worthy promoters will be fully realized; it has, however, lately received a fresh impetus in addition to the important objects for which it was originally undertaken, in account of its becoming intimately connected with our Provincial repre-

CAMPBELL & FOWLER,

CITY ROAD, - - - ST. JOHN, N. B.

MANUFACTURERS OF

CARRIAGE SPRINGS,

CAR SPRINGS,

SCROLL AND SPIRAL SPRINGS,

TRAP SPRINGS, &C., &C.,

Half Patent and Common Axles,

EDGE TOOLS, &C.

General Forging and other Job Work Promptly attended to.

See Samples of our Work at the M. & M. Exhibition.

sentation at the Centennial. The Dominion and Provincial Governments, realizing, no doubt, that the exhibitors at the forthcoming M. & M. Exhibition would include most of those who were likely to produce anything worthy of being forwarded to Philadelphia, have decided to make it the depot for receiving and selecting articles to represent this Province at the Centennial. From the *Maritime Trade Review*, of July, we extract the following valuable information :

The Dominion Government, during its last session, voted \$250,000 for defraying the expenses of the Canadian department, and the work of organizing the Canada Commission was at once commenced, and, under the care of the Hon. Minister of Agriculture and the indefatigable Secretary of the Commission, (Mr. J. Perrault,) the work is progressing most favorably. Each Province being required to make its own collections, the several Local Governments have been called upon to select their Provincial Advisory Boards, whose duty it will be—

- 1st. To disseminate information regarding the Exhibition.
- 2d. To secure the co-operation of industrial, scientific, agricultural and other associations in their Province.
- 3d. To appoint co-operative local committees, representing the different industries of their Province.
- 4th. To stimulate local action on all measures intended to render the Exhibition successful and a worthy representation of the industries of the country.
- 5th. To encourage the production of articles suitable for exhibition.
- 6th. To distribute documents issued by the Commission among the manufacturers and others in their districts interested in the Exhibition.
- 7th. To render assistance in furthering the financial and other interests of the Exhibition, and to furnish information to the Commission on subjects that may be referred to them.

The Commission will aim to secure a high standard of quality in the articles exhibited, and a complete representation of the resources and industries of the country. To this end there should be presented for exhibition the best products of each Province, and especially those which are regarded as of a *representative character*.

Applications for space by intending exhibitors should be made at once to the Secretary of the Advisory Board of each Province, who will furnish them with the Philadelphia printed classification, blank forms of entry, and every information desired.

The following gentlemen compose the Advisory Board of New Brunswick: Messrs. John H. Parks, James Harris, James Domville, James Robinson, William Peters, Henry A. Austin, John D. Howe, Thos. R. Jones, James Fleming, Henry Hilyard, Archibald Rowan, Richard Thompson, Gilbert Murdoch, Samuel Crothers, Robert Finlay, John H. Harding, John Boyd, William Anderson, George Lester, Thomas F. Barker, J. C. Risteen, Wm. J. Edgecomb, and Ira Cornwall, Jr., Secretary.

All the important interests of the Province are represented in this Board, so that no interest will be overlooked, and we have no doubt they, realizing the important duty resting upon them of preparing and securing a proper exhibit of the products of this Province in the approaching International Exposition and Centennial Celebration at Philadelphia. We earnestly appeal to the farmers, miners, mechanics, inventors, manufacturers and producers of New Brunswick, and to all others interested in the general advancement of the Dominion, to give them their hearty aid.

1828.

ESTABLISHED

1828.

J. HARRIS & CO.,

(FORMERLY HARRIS & ALLAN,)

*Portland,**St. John, N. B.*

NEW BRUNSWICK FOUNDRY AND RAILWAY CAR WORKS,

PARADISE ROW, PORTLAND.

RETAIL WAREROOMS, 17 WATER ST., ST. JOHN.

MANUFACTURERS OF ALL KINDS OF

STEAM ENGINES AND MILL MACHINERY, WATER WHEELS,

The Celebrated Lowell Turbine,

With Latest Improvements and Greatest Capacity ; warranted superior to the LEFFEL
or any other Wheel.

SHIP CASTINGS.

Pumps, Windlasses, Capstans, Cabooses, Cabin Stores.

STOVES, &c.

Hall, Parlor and Cooking ; Grates and Mantlepieces.

AGRICULTURAL IMPLEMENTS.

PLOUGHS, CULTIVATORS, HORSE RAKES, HAY CUTTERS, MOWING AND THRESHING MACHINES,

Railway Cars of Every Description,

CAR WHEELS,

CHILLED WHEELS, OF WASHBURN PATTERN,

FOR LOCOMOTIVES, TENDERS, PASSENGER AND FREIGHT CARS,

PORTLAND ROLLING MILL,

STRAIGHT SHORE, PORTLAND.

*Tapered and Parallel Bars for Ships' Knees, Nail Plate, Hammered
Railway Car Axles, Shafting and Shapes*

OF ALL KINDS.

It will be the duty of this Board to select articles for the Provincial collection; and they have arranged with the Manufacturers' and Mechanics' Association to make their forthcoming Exhibition the depot for selecting articles.

The Provincial Government will defray all the expenses of the Advisory Board in selecting the articles, and the collection is then taken charge of by the Dominion Government, who will defray all the further expense connected with exhibiting, will send them to Philadelphia, and, after the Exhibition, will return them to their several owners, (free of cost,) and also run all risk of breakages, loss by fire, etc.

The Canadian Commission also publish the following for the guidance of exhibitors:
Exhibitors will not be charged for space.

A limited quantity of steam and water power will be supplied gratuitously.

Any power required by the exhibitor in excess of that allowed will be furnished by the Canadian Commission. Demands for such excess of power must also be settled at the time of the allotment of space.

The Canadian Commission will provide at their own cost all show cases, shelving, counters, fittings, etc., which they may require; and all countershafts, with their pulleys, belting, etc., for the transmission of power from the main shafts in the machinery hall. All arrangements of articles and decorations must be in conformity with the general plan adopted by the Director-General.

The Canadian Commission will take precautions for the safe preservation of all objects in the Exhibition; and it will be responsible for damage or loss of any kind, or for accidents by fire or otherwise.

The Canadian Commission will employ watchmen of their own choice to guard their goods during the hours the Exhibition is open to the public.

Products brought into the United States, at the ports of New York, Boston, Portland, Me., Burlington, Vt., Suspension Bridge, N. Y., Detroit, Port Huron, Mich., Chicago, Philadelphia, Baltimore, Norfolk, New Orleans and San Francisco, intended for display at the International Exhibition, will be allowed to go forward to the Exhibition buildings, under proper supervision of Customs officers, without examination at such ports of original entry, and at the close of the Exhibition will be allowed to go forward to the port from which they are to be exported. No duties will be levied upon such goods unless entered for consumption in the United States.

If products are not intended for competition, it must be so stated by the exhibitor, and they will be excluded from the examination by the International Juries.

An Official Catalogue will be published in four distinct versions—viz., English, French, German and Spanish. The sale of catalogues is reserved to the Centennial Commission.

The Canadian Commission, or such agents as they may designate, shall be responsible for the receiving, unpacking and arrangement of objects, as well as for their removal at the close of the Exhibition; but no person shall be permitted to act as such agent until he can give to the Director-General written evidence of his having been approved by the proper Commission.

Each package must be addressed "To the Commission for Canada, at the International Exhibition of 1876, Philadelphia, United States of America," and should have at least two labels affixed to different but not opposite sides of each case, and giving the following information:

(1) The country from which it comes; (2) name or firm of the exhibitor; (3) residence of the exhibitor; (4) department to which objects belongs; (5) total number of packages sent by that exhibitor; (6) serial number of that particular package.

G. F. THOMPSON & SONS'

STEAM POWER

PAINT AND COLOR WORKS.

MANUFACTURERS OF

WHITE LEAD, ZINC PAINT and COLORS of all SHADES,

For sale lower than can be imported, and on as favorable terms as any house in the Maritime Provinces.

Oils, Spirits of Turpentine, Varnishes, Ochres, Putty, Whiting, Bronzes of all kinds, Gold Leaf, Dutch Metal, Graining Colors, Fine Colors, Ground in Japan, &c., &c.,

FACTORY--69,--OFFICE AND SAMPLE ROOMS--73 PRINCESS STREET, SAINT JOHN, N. B.

The Subscribers at the request of their numerous customers are now putting up **MIXED PAINTS OF DIFFERENT COLORS**, in Sealed Tins from 1 lb. upwards. These colors are thoroughly mixed by machinery, under the superintendence of a practical Painter of over twenty years' experience, and we guarantee them of the best quality, to dry quick and give perfect satisfaction.

Every Requisite Necessary for the Trade always on Hand.

G. F. T. & S.

Within each package should be a list of all objects.

Articles that are in any way dangerous or offensive, also patent medicines, nostrums and empirical preparations, whose ingredients are concealed, will not be admitted to the Exhibition.

The removal of goods will not be permitted prior to the close of the Exhibition.

The general reception of articles at the Exhibition buildings will be commenced on January 1, 1876, and no article will be admitted after March 31, 1876, except articles of a perishable nature, which can be delivered at any time before the opening day.

The Exhibition will open on the 10th day of May, 1876, and close on the 10th day of November following.

The following is the

CLASSIFICATION :

The general regulations provide for ten departments, with sub-divisions and groups. The ten departments are as follows :

1. Raw material—mineral, vegetable and animal.
2. Materials and manufactures used for food, or in the arts, the result of extractive or combining processes.
3. Textile and felted fabrics; apparel, costumes, and ornaments for the person.
4. Furniture and manufactures of general use in construction and in dwellings.
5. Tools, implements, machines and processes.
6. Motors and transportation.
7. Apparatus and methods for the increase and diffusion of knowledge.
8. Engineering, public works, architecture, etc.
9. Plastic and graphic arts.
10. Objects illustrating efforts for the improvement of the physical, intellectual and moral condition of man.

Particular attention is called to the fact that it is highly important that the Secretary be notified at the earliest possible time by all who desire space in which to exhibit works of art, inventions, manufactured articles, products of the mine, quarry or soil, of the character of the articles, space required and power needed, that their applications may be forwarded to Ottawa at once. Blank applications for space—blanks for which can be had, on application, by mail or otherwise, from the Secretary of the Advisory Board, who will promptly and cheerfully forward all papers asked for, and answer all questions relating to the International Exposition.

The *Review* concludes by saying:—"We devote a large space this month to information regarding this Exhibition, and consider too much importance cannot be attached to it, for the reasons given in our last number. With a soil and climate capable of growing all the products of the Temperate Zone; with vast deposits of coal and mineral wealth; with scientific inventors and skilled artizans, the Province of New Brunswick has every essential requisite to render her department attractive and creditable. Upon all of us, however, rests the responsibility and labor necessary to make a proper exhibit in this International Exposition, where the products of your soil, mines, workshops and studios may be examined by the representative people of the civilized world, and whereby our Province may invite the capital of other nations to aid in the development of our industries."

As to the Centennial itself, it is not too much to say that it will be one of the great events of the century, and bids fair to exceed in magnificence the most sanguine expectations of its projectors.

EDGECOMBE & SONS,

MANUFACTURERS OF

CARRIAGES

AND

SLEIGHS

OF EVERY DESCRIPTION

Manufactory, - - York Street,
FREDERICTON, N. B.

REPAIRING, PAINTING, TRIMMING, &c.,

done on short notice and in the most satisfactory manner.

J. EDGECOMBE,
W. J. EDGECOMBE,
A. G. EDGECOMBE.

The information so far received from Foreign Governments indicates a strong interest on their part and a determination to send most complete and exhaustive exhibits of their products and manufactures.

The following countries have so far accepted the invitations to contribute:

Great Britain,	Norway,	Chili,	Bolivia,
France,	Egypt,	Pern,	Nicaragua,
Austria,	Denmark,	Argentine Confederation,	Columbia,
Germany,	Turkey,		Liberia,
Belgium,	Tunis,	Sandwich Islands,	Orange Free State,
Holland,	Switzerland,	China,	Ecuador,
Sweden,	Mexico,	Japan,	Guatemala,
Spain,	Venezuela,	Australia,	Salvador,
Portugal,	Brazil,	Canada,	Honduras.
Italy,			

The Canada Commission is composed as follows:

LUC LETELLIER DE ST. JUST, Minister of Agriculture of Canada, Ottawa, *President*.

E. G. PENNY, Senator, Montreal, Quebec. D. McDougall, Bealin, Ontario. [wa.

B. D. WILMOT, Senator, New Brunswick. JOSEPH PERRAULT, Sec. & Treas., Ottawa.

The United States is recognized as the largest customer for the articles produced by these nations, and it is not unreasonable to believe that there will be fully as complete a representation, if not greater, than has been seen at former International Exhibitions in Europe. Great Britain and Japan have already applied for double the space granted originally, and it is not improbable that other nations will do the same. From the great interest taken, it is certain that there will be a large number of visitors attracted by the opportunity given, not only to view the Exhibition, but also to travel through the country. Foreign Manufacturers will put forth their best efforts to secure the awards that will be offered, and thus we shall see the finest specimens ever brought together in the World. In Fine Arts it is fully expected that the Exhibition will be truly magnificent, and that we may have the privilege of beholding some of the best works of the Old Masters, and this fact alone should secure the attendance of thousands of visitors. Europeans will be afforded every facility for reaching this country in safety and comfort, early in the coming year; extra steamers will be added to the already popular American line; and in addition to the present points of departure there will be steamers to Philadelphia from Havre, Hamburg, and Genoa. The estimates of the number of foreign visitors that may be expected varies from thirty to one hundred thousand, requiring in the latter case a fleet of not less than one hundred and fifty first-class steamers. Most complete arrangements for the comfort and care of foreign visitors are now being effected under the experienced supervision of Mr. Jenkins, of the well-known firm of Cook, Son & Jenkins, of London, Paris, New York and Philadelphia. As is well-known, these gentlemen have had charge of the visitors to all former Exhibitions, and in London lodged *seven thousand* on one occasion all on the same night. Foreigners coming via New York will find every possible arrangement made for the rapid transit over the Pennsylvania Railroad, trains running through in two hours and arriving on the grounds of the Exhibition. Visitors from China, Japan, Australia and the islands of the Pacific, landing at San Francisco, will arrive without change of cars at the same terminus, and goods for exhibition will be delivered with less handling than at any former International Exhibition. From all these facts it would appear that the Foreign department of the Exhibition would be most complete and attractive.

The buildings of the Centennial cover a far larger area than those of any former Ex-

CENTRAL HOUSE

Boarding, Sale and Livery Stables,

THOMSON & McMACKIN,

King Square, - - - St. John, N. B.



Visitors to the City will find this Stable well stocked with a fine Stud of Horses and excellent Carriages, including the popular

LANDAU,

any of which will be furnished day or night at reasonable rates.

Orders for Coaches promptly attended to at all Hours.

Coaches will attend all Steamers and Railway Trains.

hibition, as will be seen from the following comparative statement: England, 1851 18 6-10 acres; London, Eng., 1862, 25 6-10 acres; Paris, 1867, 31 acres; Vienna, 56½ acres, while the probable area that will be covered by the Philadelphia Exposition, 1876, will be 75 acres.

Not only in size, however, but also in its appointments and internal arrangements will the Philadelphia Exhibition excel all the previous World's Fairs.

For one thing the Jurors are to be compensated for their time and trouble, and faithful attention to their duties will be insisted on. With regard to the classification and arrangement, there will also be a great improvement on the systems pursued in former Exhibitions. In the Paris Exhibition, of 1867, the Palace was of an elliptical form, with wide aisles radiating from the centre to circumference, and these were cut by others in concentric circles. If a visitor wished to examine the different productions of one country, he followed the alley radiating between centre and circumference, thus passing successively before all the groups. If he wished to compare similar products of different countries, he took one of the circular alleys, and thus viewed the same group as exhibited by each country. This was very well in its way, but as Machinery and Fine Arts were all in the same building, there were many drawbacks. At Vienna the arrangement was much simplified, being geographical only. At Philadelphia the Departments of Classification will be placed in parallel sections running lengthwise of the building, from east to west, and will be wider or narrower in proportion to the bulk of the articles exhibited. The countries will be located geographically in sections, running crosswise of the building, from north to south. Then in addition, there will be the different buildings for machinery, agriculture, &c., &c.

Just what our local Exhibition is to the individual the International is to the Province, and we trust our Manufacturers will not let these golden opportunities pass for promoting their own and their country's welfare.

The Best Salesman.

An advertisement in THE MARITIME TRADE REVIEW is the best of all possible salesmen. It is a salesman who never sleeps, and is never weary; who goes after Business late and early; who accosts all Business Men in their Stores, the Scholar in his Study, the Lawyer in his Office; who can be in hundreds of places at once, and speak to thousands of persons, saying to each one the best thing in the best manner.

A good advertisement insures a business connection of the most permanent and independent basis, and it is in a certain sense a guarantee to the customer of fair and moderate prices. Experience has demonstrated that the dealer whose wares have obtained a public celebrity is not only enabled to sell, but is forced to sell, at reasonable rates, and to furnish a good article.

For Advertising Rates address the Publisher.

IRA CORNWALL, Jr.,
23 Prince William Street
ST. JOHN, N. B.

THE NEW DOMINION
ORGAN COMPANY,

Whose Organs, by their many

SUPERIOR QUALITIES.

have now the admiration and esteem of all who have tested them, are constantly adding

New and Valuable Improvements

Without regard to Expense or Trouble.

This is the **LEADING ORGAN** sold in the Maritime Provinces.

A NUMBER OF

NEW & BEAUTIFUL STYLES RECENTLY ADDED TO THE LIST.

ELEGANCE OF DESIGN,

THOROUGHNESS OF WORKMANSHIP,

POWER AND PURITY OF TONE,

THE OBJECTS AIMED AT.

Every Instrument fully Warranted.

MANUFACTORY AND OFFICE :

W. STIMPSON, }
W. W. WALLACE. }

CITY ROAD, ST. JOHN, N. B.

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FAIRMOUNT PARK, PHILADELPHIA,

AND THE

BUILDINGS FOR THE INTERNATIONAL EXHIBITON,

"A thing of beauty is a joy forever," wrote Keats; and the people of Philadelphia seem to have felt the truth of his charming line, when laying out, and adorning Fairmount Park.

This magnificent pleasure ground, containing nearly 3,000 acres, is three times as large as the famous Central Park of New York, and only because it is new, and not yet widely known, has it not attained a reputation equal to that of any other Park in the world. Says "Philadelphia and its Environs:"* "Fairmont Park needs no eulogist. It speaks for itself; and the stranger who will spend a summer day—or better still, a week—in a leisurely and appreciative exploration of its hills and dales, its leafy woodlands and sunny slopes, its rippling streams and placid river, its dewy sunrise and dreamy sunset, and the glory of its moonlight vistas, will permit no tongue to sound its praises louder than his own."

The Park is traversed throughout its entire length by the lovely River Schuylkill, and is thus divided into two portions, called for convenience, the East and West Parks.

"Entering the East Park at the lower entrance, we step at once into the grounds pertaining to the Schuylkill Water Works." "Enormous engines worked by water-power, force water from a dam in the river to the top of a hill in front of the building—the original 'Fairmount'—where it is held in a distributing reservoir." "The grounds immediately surrounding the buildings of the Water Works contain several fountains and pieces of statuary." Other points of interest on this side are, the bronze statue of Lincoln erected in 1871; the romantic Lemon Hill so full of historical associations; the new distributing reservoir, covering one hundred and five acres; and away to the northern extremity the Laurel Hill Cemetery, whose extensive and finely situated grounds coupled with the taste, elegance and munificence displayed in their adornment, render it the most attractive of the many beautiful Cemeteries in Philadelphia.

Setting out from the same point as at first, entrance is gained to the West Park by crossing the Girard Avenue Bridge, an elegant iron structure 100 feet long by 100 feet wide. Immediately below the bridge on the West side, is a tract called "Solitude," consisting of thirty-three acres, which contains a well-stocked, flourishing, and constantly increasing Zoological Garden.

*A complete and beautifully illustrated Guide-Book, published at the small price of fifty cents, by J. B. Lippincott & Co., Philadelphia.

1835.

ESTABLISHED

1835

PHOENIX FOUNDRY
AND
LOCOMOTIVE WORKS
POND STREET,
ST. JOHN. N. B.

The Proprietors of the above Establishment manufacture

Locomotives, Marine and Stationary Steam Engines of all kinds

STEAM BOILERS, SHIPS' TANKS,
Steamboat and Mill Machinery.

OF EVERY DESCRIPTION,

Iron and Brass Castings, Blacksmith Work.
Turning Lathes, Screw Presses, Ship
Builders' Cramps, Stop Cocks, for
Water Purposes,

FROM 4 INCH TO 24 INCH DIAMETER.

The facilities which we have at our disposal are such as to enable us to put work through in good shape, and at short notice.

ORDERS RESPECTFULLY SOLICITED.

GEORGE FLEMING & SONS.

1835

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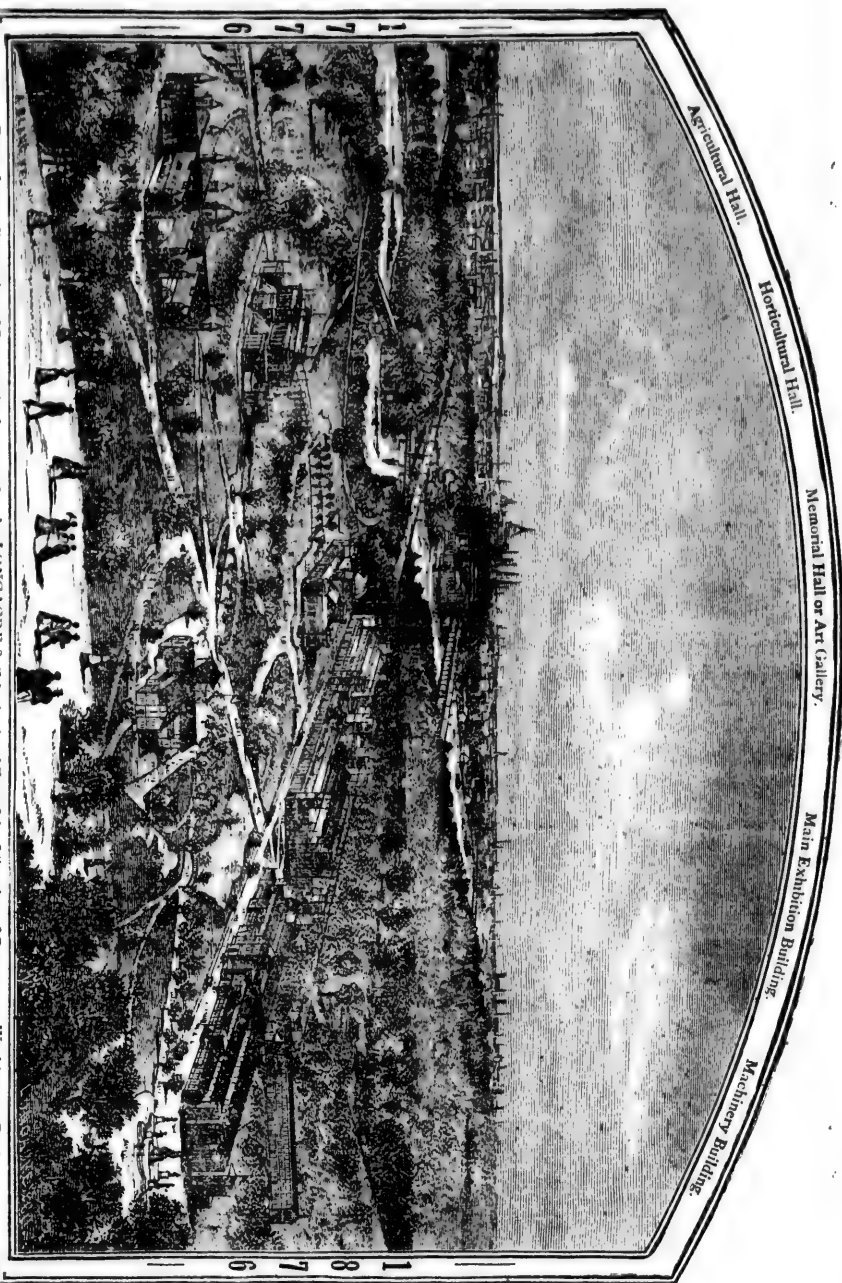
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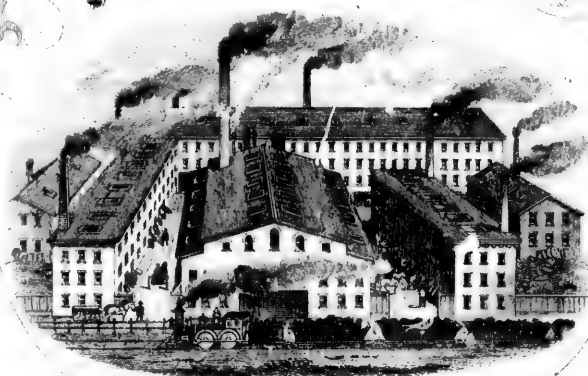
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ST JOHN FOUNDRY

ESTABLISHED 1825

W. E. EVERITT
PROPRIETOR.



WAREROOMS AND WORKS,

BRUSSELS

130-140

STREET.

EXTENDING TO 15, 17 & 19 ERIN ST

SAINT JOHN, N.B.

Castings Light & Heavy Every Day.

St. John & Halifax Steam Vessels Co.

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Commission.

But, when once in the West Park, our steps will be speedily directed to the north of Girard and Elm Avenues, where, 90 feet above the river level, lies Landsdowne Plateau, in comparison with which, all the other points of interest in the Park now sink into insignificance, for it is the site of the Great Centennial Exhibition. These grounds are larger and better adapted for the purpose in every particular than those of any former Exhibition; and by every association and advantage, seem as if set apart and preserved to fitly give place for the great celebration."

"The buildings lie mainly in a group, a bird's-eye view of which will be seen on a preceding page. They are separated by sufficient distances, and present from the elevations of the Park a magnificent sight."

"First in the foreground rise the long glass and iron walls of the Main Exhibition Building and the Machinery Hall—1,000 feet of an almost continuous line of building. Next, the Art Gallery, displaying its doorways of bronze and open arcades and emblematic eagles, crowned with its dome and colossal figure of America."

"A stream glistens beyond, shadowed with lofty forest trees. On its further side, bold and clear in the sunlight, the Grand Conservatory rises, overlooking from its trophic palms and orangeries the green meadows where the Schuylkill undulates through banks of flowers. Back from these, beyond a grove of cedars in harmony with its Gothic character, is the Building for Agriculture, having for its background the high hills memorable from the Revolution."

I.

MAIN EXHIBITION BUILDING.

This building is in the form of a parallelogram, extending east and west 1,880 feet in length, and north and south 464 feet in width.

The larger portion of the structure is one story in height, and shows the main cornice upon the outside at 45 feet above the ground, the interior height being 70 feet. At the centre of the longer sides are projections 416 feet in length, and in the centre of the shorter sides or ends of the building are projections 216 feet in length. In these projections, in the centre of the four sides, are located the main entrances, which are provided with arcades upon the ground floor, and central facades extending to the height of 90 feet. The EAST ENTRANCE will form the principal approach for carriages, visitors being allowed to alight at the doors of the building under cover of the arcade. The SOUTH ENTRANCE will be the principal approach for street cars, the ticket offices being located upon the line of ELM AVENUE, with covered ways provided for entrance into the building itself. The MAIN PORTAL on the north side communicates directly with the ART GALLERY, and the MAIN PORTAL on the west side gives the main passage way to the MACHINERY and AGRICULTURAL HALLS.

Upon the corners of the building there are four towers 75 feet in height, and between the towers and the central projections or entrances there is a lower roof introduced, showing a cornice at 24 feet above the ground.

In order to obtain a central feature for the building as a whole, the roof over the central part, for 184 feet square, has been raised above the surrounding portion, and four towers, 48 feet square, rising to 120 feet in height, have been introduced at the corners of the elevated roof.

*For detailed description of Buildings, we are indebted to the Blue Book issued by the U. S. Centennial Commission.

The areas covered are as follows :

Ground Floor.....	872,320 square feet.	20.02 acres.
Upper Floors in projections.....	37,344 " "	.85 " "
" " in towers.....	26,344 " "	.80 " "
	<hr/> 936,008	<hr/> 21.47

GRC JND PLAN.

The general arrangement of the ground plan shows a central avenue or nave 120 feet in width, and extending 1,832 feet in length. This is the longest avenue of that width ever introduced into an Exhibition Building. On either side of this nave there is an avenue 100 feet by 1,832 feet in length. Between the nave and side avenues are aisles 48 feet wide, and on the outer sides of the building smaller aisles 24 feet in width.

In order to break the great length of the roof lines, three cross avenues or transepts have been introduced of the same widths and in the same relative positions to each other as the nave and avenues running lengthwise, viz: a central transept 120 feet in width by 416 feet in length, with one on either side of 100 feet by 416 feet, and aisles between of 48 feet.

The intersections of these avenues and transepts in the central portion of the building result in dividing the ground floor into nine open spaces free from supporting columns, and covering in the aggregate an area of 416 feet square. Four of these spaces are 100 feet square, four 100 feet by 120 feet, and the central space or pavilion 120 feet square. The intersections of the 48 feet aisles produce four interior courts 48 feet square, one at each corner of the central space.

The main promenades through the nave and central transept are each 30 feet in width, and those through the centre of the side avenues and transepts 15 feet each. All other walks are 10 feet wide, and lead at either end to exit doors.

The foundations consist of piers of masonry.

The superstructure is composed of wrought iron columns which support wrought iron roof trusses.

These columns are composed of rolled channel bars with plates riveted to the flanges.

Lengthwise of the building the columns are spaced at the uniform distance apart of 24 feet. In the entire structure there are 672 columns, the shortest being 23 feet and the longest 125 feet in length. Their aggregate weight is 2,200,000 pounds.

The roof trusses are similar in form to those in general use for Depots and Warehouses, and consist of straight rafters with struts and tie-bars.

The aggregate weight of iron in the roof trusses and girders is 5,000,000 pounds.

This building being a temporary construction, the columns and trusses are so designed that they may be easily taken down and erected again at another site.

The sides of the building for the height of seven feet from the ground are finished with brickwork in pannels between the columns. Above the seven feet, with glazed sash. Portions of the sash are movable for ventilation.

The roof covering is of tin upon sheathing boards.

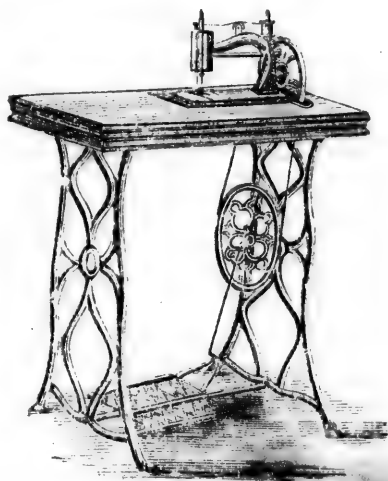
The ground flooring is of plank upon sills resting upon the ground, with no open space underneath.

All the corners and angles of the building upon the exterior are accentuated by galvanized iron octagonal turrets, which extend the full height of the building from the ground level to above the roof. These turrets at the corners of the towers are surmounted with flag staffs, at other places with the national eagle.

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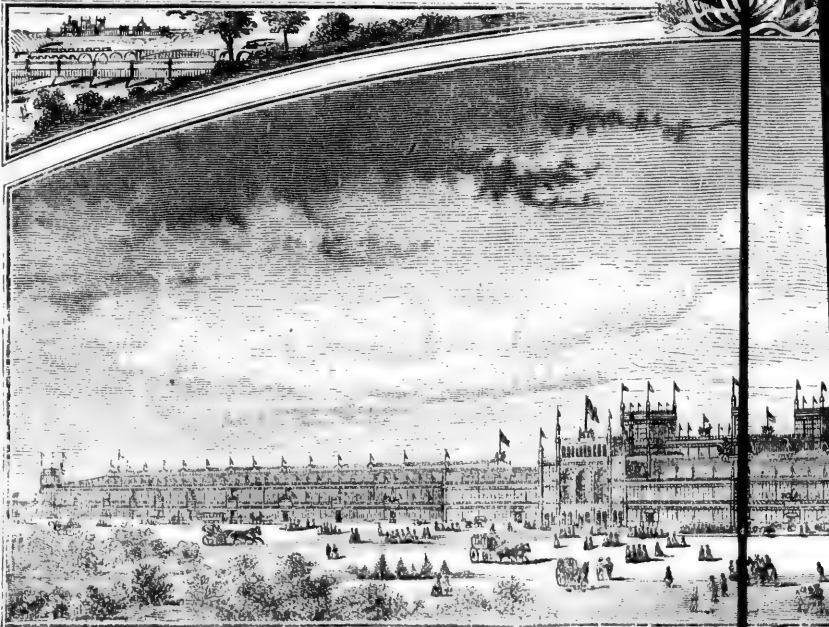
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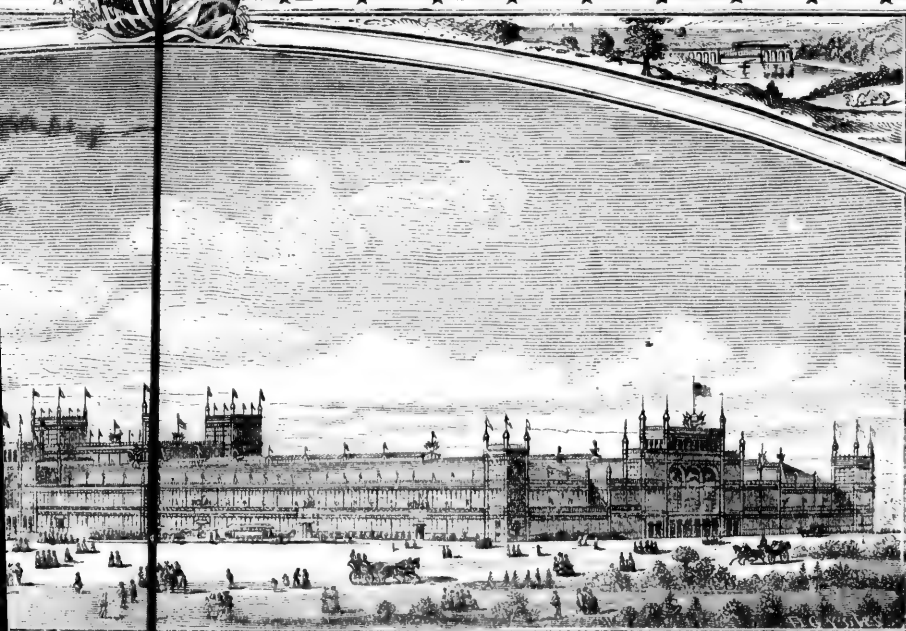


MAIN EXHIBITION BUILDING

1876

INTERNATIONAL

APRIL 10TH - OCTOBER 10TH 1876.



MAIN EXHIBITION BUILDING.

CENTENNIAL EXHIBITION.

1876

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The national standard with appropriate emblems is placed over the centre of each of the four main entrances. Over each of the side entrances is placed a trophy showing the national colors of the country occupying that part of the building.

At the Vestibules forming part of the four main entrances variegated brick and tile have been introduced.

The building stands nearly due east and west, and is lighted almost entirely by side light from the north and south sides.

Louvre ventilators are introduced over the central nave and each of the avenues.

Skylights are introduced over the central aisles.

Small balconies, or galleries of observation, have been provided in the four central towers of the building at the heights of the different stories. These will form attractive places from which excellent views of the whole interior may be obtained.

A complete system of water supply with ample provision of fire cocks, etc., is provided for protection against fire, and for sanitary purposes.

Offices for Foreign Commissions are placed along the sides of the building in the side aisles, in close proximity to the products exhibited; as many of the 24-foot spaces being partitioned off for that purpose as may be required.

Offices for the administration may be placed in the ends of the building and on the second floor.

The form of the building is such that all exhibitors will have an equally fair opportunity to exhibit their goods to advantage. There is comparatively little choice of location necessary, as the light is uniformly distributed and each of the spaces devoted to products is located upon one of the main thoroughfares.

The Departments of the Classification will be placed in parallel sections running lengthwise of the building, from east to west, and will be wider or narrower in proportion to the bulk of the articles exhibited.

The countries exhibiting will be located geographically, in sections running crosswise of the building, from north to south.

This building will cost \$1,600,000, and is to be completed and placed in the hands of the Centennial Commission on the 1st of January, 1876.

II.

THE ART GALLERY AND MEMORIAL HALL.

This structure, which is one of the affixes to the great Exhibition, is located on a line parallel with and northward of the Main Exhibition Building.

It is on the most commanding portion of the great Lansdowne Plateau and looks southward over the city.

It is elevated on a terrace six feet above the general level of the plateau—the plateau itself being an eminence 116 feet above the surface of the Schuylkill River.

The entire structure is in the modern Renaissance. The materials are granite, glass, and iron. No wood is used in the construction, and the building is thoroughly fire-proof. The structure is 365 feet in length, 210 feet in width, and 59 feet in height, over a spacious basement 12 feet in height, surmounted by a dome.

DETAILS.

EXTERIOR—1. THE MAIN FRONT.—The main front looks southward; it displays three distinctive features:

First. A main entrance in the centre of the structure consisting of three colossal arched doorways of equal dimensions.

Second. A pavilion at each end.

Third. Two arcades connecting the pavilions with the centre; central section, 95 feet long, 72 feet high; pavilions, 45 feet long, 60 feet high; arcades, each 90 feet long, 40 feet high.

The front or south face of the central section displays a rise of thirteen steps to the entrance 70 feet wide. The entrance is by three arched doorways, each 40 feet high and 15 feet wide, opening into a hall. Between the arches of the doorways are clusters of columns terminating in emblematic designs illustrative of science and art.

The doors, which are of iron, are relieved by bronze panels, having the coats-of-arms of all the States and Territories.

In the centre of the main frieze is the United States coat-of-arms.

The main cornice is surmounted by a balustrade with candelabras. At either end is an allegorical figure representing science and art.

The dome rises from the centre of the structure to the height of 150 feet from the ground. It is of glass and iron and of a unique design; it terminates in a colossal bell—from which the figure of Columbia rises with protecting hands.

A figure of colossal size stands at each corner of the base of the dome. These figures typify the four quarters of the globe.

Each pavilion displays a window 30 feet high and 12 feet wide; it is also ornamental with tile work, wreaths of oak and laurel, 13 stars in the frieze, and a colossal eagle at each of its four corners.

The arcades, a general feature in the old Roman villas but entirely novel here, are intended to screen the long walls of the gallery.

These each consist of five groined arches—these arcades form promenades looking outward over the grounds and inward over open gardens, which extend back to the main wall of the building. These garden plats are each 90 feet long and 36 feet deep, ornamented in the centre with fountains and designed for the display of statuary. A stairway from the gardens reaches the upper line of these arcades, forming a second promenade 35 feet above the ground. Its balustrade is ornamented with vases, and is designed ultimately for statues. The cornices, the attics, and the crestings throughout are highly ornamented.

The walls of the east and west sides of the structure display the pavilions and the walls of the picture galleries, and are relieved by five niches designed for statues, the frieze is richly ornamented—above it the central dome shows to great advantage.

The rear or north front is of the same general character as the main front, but in place of the arcade is a series of arched windows, twelve in number, with an entrance in the centre; in all, thirteen openings above, in an unbroken line, extending the entire length of the structure; between the pavilions is the grand balcony—a promenade 275 feet long and 45 feet wide, and elevated 40 feet above the ground, overlooking northward the whole panorama of the park grounds.

The main entrance opens on a hall 82 feet long, 60 feet wide, and 53 feet high, decorated in the modern Renaissance style; on the farther side of this hall, three doorways, each 16 feet wide and 25 feet high, open into the centre hall: this hall is 83 feet square, the ceiling of the dome rising over it 80 feet in height.

From its east and west sides extend the galleries, each 98 feet long, 88 feet wide,

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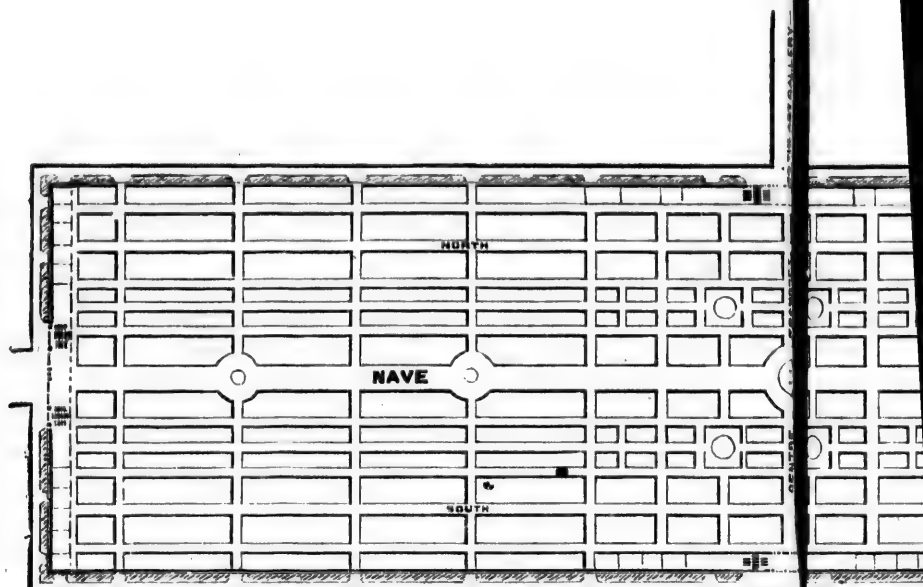
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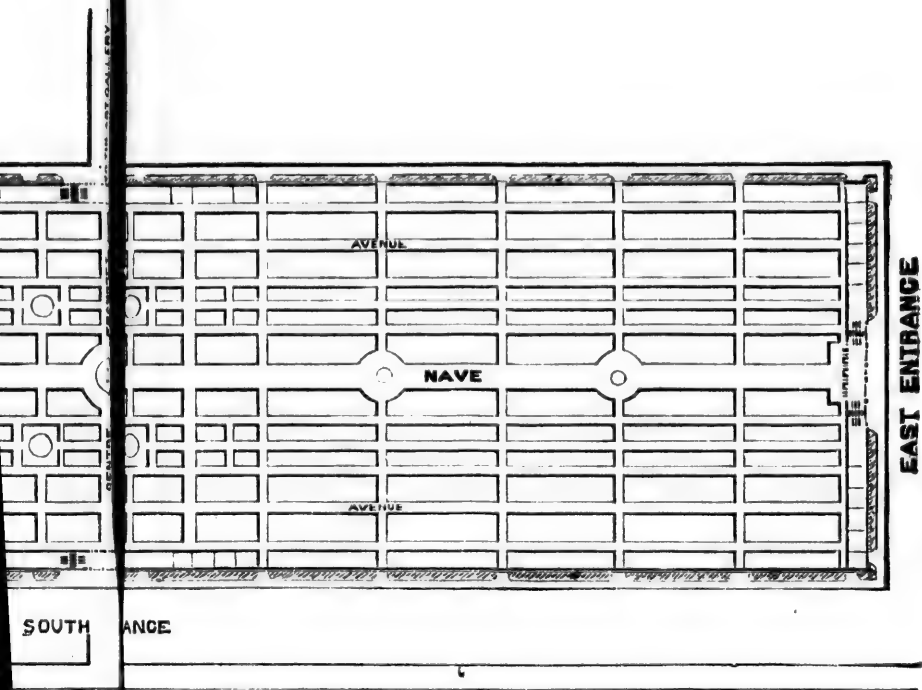


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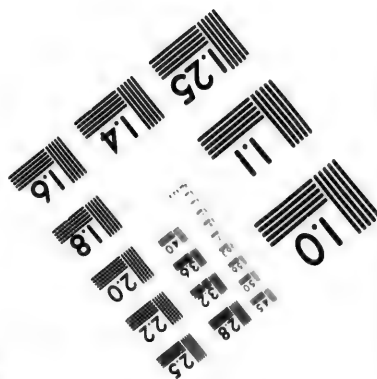
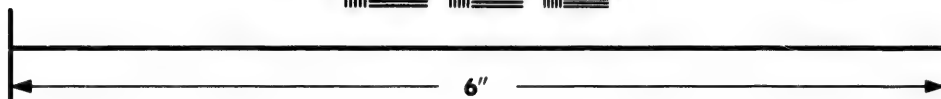
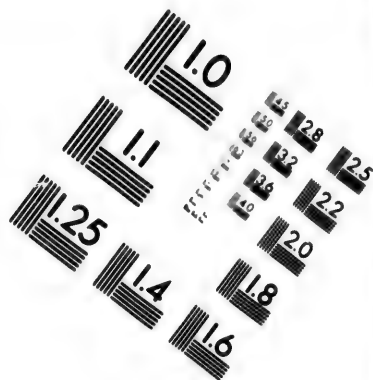
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and 35 feet in height. These galleries admit of temporary divisions for the more advantageous display of paintings. The centre hall and galleries form one grand hall 287 feet long and 85 feet wide, capable of holding eight thousand persons, nearly twice the dimensions of the largest hall in the country. From the two galleries doorways open into two smaller galleries, 28 feet wide and 89 feet long. These open north and south into private apartments which connect with the pavilion rooms, forming two side galleries 210 feet long. Along the whole length of the north side of the main galleries and central hall extends a corridor 14 feet wide, which opens on its north line into a series of private rooms, thirteen in number, designed for studios and smaller exhibition rooms.

All the galleries and central hall are lighted from above; the pavilions and studios are lighted from the sides. The pavilions and central hall are designed especially for the exhibition of sculpture.

This Building will cost \$1,500,000 and is to be completed on January 1st, 1876.

III.

MACHINERY HALL.

This structure is located west of the intersection of Belmont and Elm Avenues, at a distance of 542 feet from the west front of the Main Exhibition Building, and 274 feet from the north side of Elm Avenue. The north front of the Building will be upon the same line as that of the Main Exhibition Building, thus presenting a frontage of 3,824 feet from the east to west ends of the Exhibition Buildings upon the principal avenue within the grounds.

The building consists of the Main Hall, 960 feet wide by 1,402 feet long, and an annex on the south side of 208 feet by 210 feet. The entire area covered by the Main Hall and annex is 558,440 square feet or 12.82 acres. Including the upper floors the building provides 14 acres of floor space.

The principal portion of the structure is one story in height, showing the main cornice upon the outside at 40 feet from the ground, the interior height to the top of the ventilators in the avenues being 70 feet, and in the aisles 40 feet. To break the long lines upon the exterior, projections have been introduced upon the four sides, and the main entrances finished with facades, extending to 78 feet in height. The east entrance will form the principal approach from street cars, from the Main Exhibition Building, and from the railroad depot. Along the south side will be placed the boiler houses and such other building for special kinds of machinery as may be required. The west entrance affords the most direct communication with George's Hill, the point affording the best view of the entire Exhibition grounds.

GROUND PLAN.

The arrangement of the ground plan shows two main avenues, 90 feet wide by 1,360 feet long, with a central aisle between and an aisle on either side. Each aisle is 60 feet in width; the two avenues and three aisles making the total width of 360 feet. At the centre of the building is a transept of 90 feet in width, which at the south end is

prolonged beyond the Main Hall. This transept beginning at 36 feet from the Main Hall and extending 208 feet, is flanked on either side by aisles of 60 feet in width, and forms the annex for hydraulic machines. The promenades in the avenues are 15 feet in width. In the transept 25 feet, and in the aisles 10 feet. All other walks extending across the building are 10 feet in width, and lead at either end to exit doors.

CONSTRUCTION.

The foundations consist of piers of masonry. The superstructure consists of solid timber columns supporting roof trusses, constructed with straight wooden principals and wrought iron ties and struts. As a general rule the columns are placed lengthwise of the building, at the uniform distance apart of 16 feet. The columns are 40 feet high to the heel block of the 90 feet span roof trusses over the avenues, and they support the heel of the 60 feet spans over the aisles, at the height of 20 feet. The outer walls are built of masonry to a height of five feet, and above that are composed of glazed sash placed between the columns. Portions of the sash are movable for ventilation. Louvre ventilators are introduced in continuous lengths over both the avenues and the aisles. The building is lit entirely by side light, and stands lengthwise nearly east and west.

SHAFTING.

The building admits of the most complete system of shafting, the facilities in this respect being very superior. Eight main lines may be introduced, extending almost the entire length of the structure, and counter-shafts introduced into the aisles at any point. The hangers will be attached either to the wooden horizontal ties of the 60 feet span roof trusses, or to brackets, especially designed for the purpose, projecting from the columns; in either case at the height of 20 feet from the floor.

HYDRAULIC ANNEX.

The annex for hydraulic machines contains a tank 60 feet by 108 feet, with depth of water of 10 feet. In connection with this it is expected that hydraulic machinery will be exhibited in full operation. At the south end of this tank will be a water fall, 35 feet high by 40 feet wide, supplied from the tank by the pumps upon exhibition.

The Machinery Hall, which is to cost \$792,000, will be completed by the 1st of October, 1875.

IV.

HORTICULTURAL HALL.

The liberal appropriations of the City of Philadelphia have provided the Horticultural Department of the exhibition with an extremely ornate and commodious building, which is to remain in permanence as an ornament of Fairmount Park. It is located on the Lansdowne Terrace, a short distance north of the main building and Art Gallery, and has a commanding view of the Schuylkill River and the northwestern portion of

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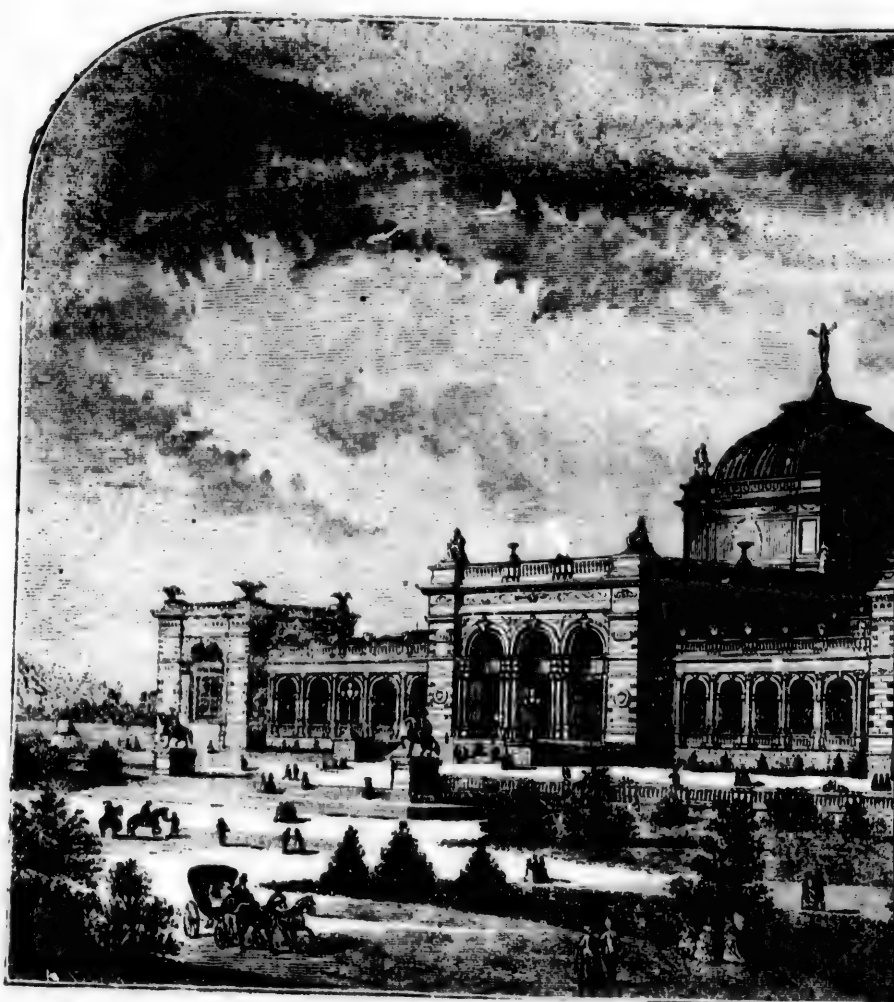
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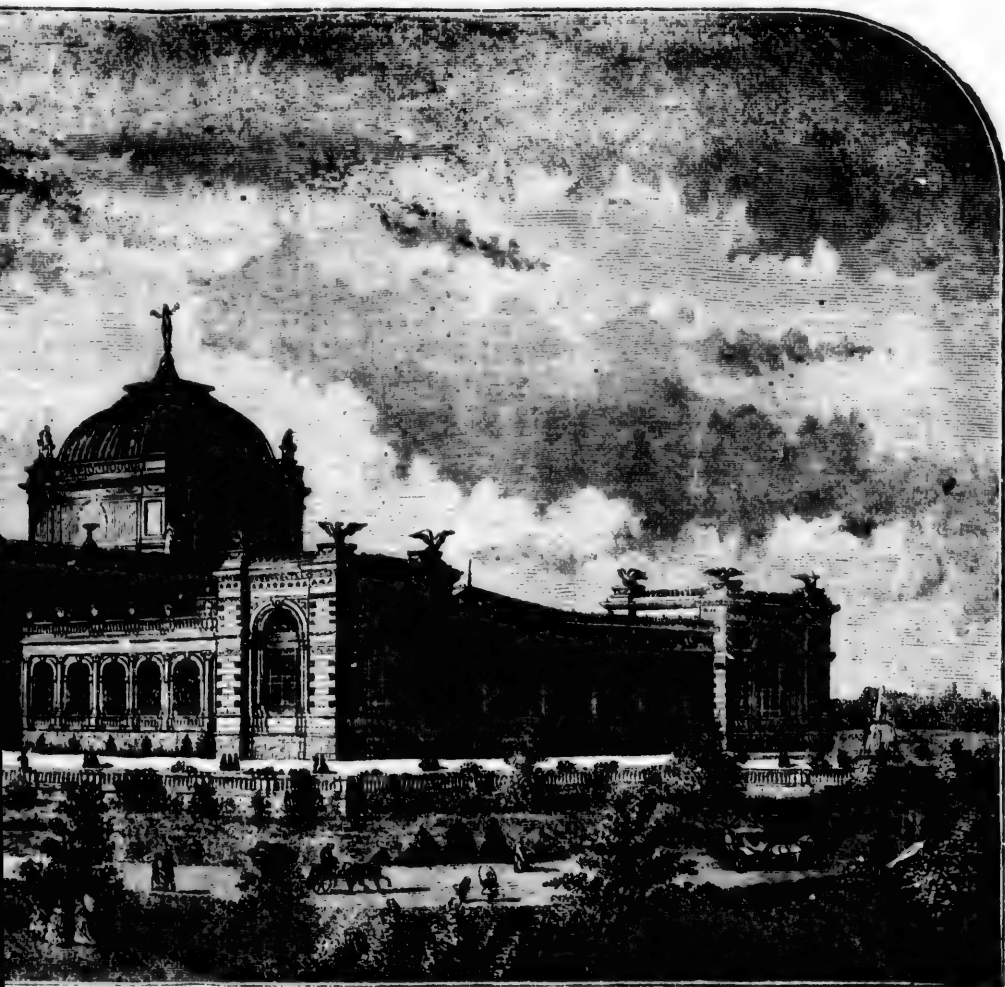
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the city. The design is in the Mauresque style of architecture of the twelfth century, the principal materials externally being iron and glass. The length of the building is 383 feet; width, 193 feet, and height to the top of the lantern, 72 feet.

The main floor is occupied by the central conservatory, 230 by 80 feet, and 55 feet high, surmounted by a lantern 170 feet long, 20 feet wide, and 14 feet high. Running entirely around this conservatory, at a height of 20 feet from the floor, is a gallery 5 feet wide. On the north and south sides of this principal room are four forcing houses for the propagation of young plants, each of them 100 by 30 feet, covered with curved roofs of iron and glass. Dividing the two forcing houses in each of these sides is a vestibule 30 feet square. At the centre of the east and west ends are similar vestibules, on either side of which are the restaurants, reception room, offices, &c. From the vestibules ornamental stairways lead to the internal galleries of the conservatory, as well as to the four external galleries, each 100 feet long and 10 feet wide, which surmount the roofs of the forcing houses. These external galleries are connected with a grand promenade, formed by the roofs of the rooms on the ground floor, which has a superficial area of 1,800 square yards.

The east and west entrances are approached by flights of blue marble steps from terraces 80 by 20 feet, in the centre of each of which stands an open kiosque 20 feet in diameter. The angles of the main conservatory are adorned with eight ornamental fountains. The corridors which connect the conservatory with the surrounding rooms open fine vistas in every direction.

In the basement, which is of fire-proof construction, are the kitchen, store-rooms, coal-houses, ash-pits, heating arrangements, &c. Near this principal building will be a number of structures, such as Victoria Regia House, Domestic and Tropical Orchard Houses, a Grapery, and similar Horticultural buildings. The surrounding grounds will be arranged for out-door planting, and it is expected that an imposing and instructive display will be made. It is proposed to plant, among other things, representative trees of all parts of the Continent, so that side by side the visitor may see the full variety of the forest products and fruits of the country, from the firs of the extreme north to the oranges and bananas of Florida, and the wondrous grapes and other fruits of California. In this great work it is important that the most perfect success should be achieved, so that vastness of territory, variety of product, and perfection of species, which constitute the marvel and the might of America, may be displayed in such a way as to be realized at a glance. The building is to cost \$251,937.

AGRICULTURAL BUILDING.

This structure will stand north of the Horticultural Building, and on the eastern side of Belmont Avenue. It will illustrate a novel combination of materials, and is capable of erection in a few months. Its materials are wood and glass. It consists of a long nave crossed by three transepts, both nave and transepts being composed of Howe truss arches of a Gothic form. The nave is 826 feet in length by 100 feet in width, each end projecting 100 feet beyond the square of the building, with a height of 75 feet from the floor to the point of the arch. The central transept is of the same height, and a breadth of 100 feet; the two end transepts 70 feet high and 80 feet wide.

The four courts inclosed between the nave and transepts, and also the four spaces at the corners of the building, having the nave and end transepts for two of their sides will be roofed and form valuable spaces for exhibits. Thus the ground plan of the building will be a parallelogram of 465 by 690 feet, covering a space of seven and one quarter acres. In its immediate vicinity will be the stock yards for the exhibition of horses, cattle, sheep, swine, poultry, etc.

GROUND PLAN.

The arrangement of the Ground Plan shows four main avenues, one running north and south through the centre of the building, 780 feet long by 70 wide. The three remaining avenues run east and west, one through the centre of the building and one at each end of it, distant from said ends 25 feet; the former is 472 feet long by 60 wide and the two latter 472 feet long by 30 wide. The building is divided by the above avenues into four sections, and each section has three aisles 18 feet wide by 184 feet long, extending through it and opening into the main north and south avenue at one end, and into the side passage ways at the other. The four main avenues, with the 12 aisles, form a most admirable arrangement by which the exhibitor can display and the visitor observe the various articles exhibited. Each section contains four spaces, 184 feet long by 42 wide, for the exhibition of goods, making sixteen in all, covering 117,760 square feet of ground. There are besides this, space at the ends and sides of the building, which can be used either for wall or floor exhibits. The main north and south avenue, being 70 feet wide, is specially adapted for the display of all varieties of small fruits, etc., etc.

The Agricultural Bureau is making thorough provision for the reception and display of Agricultural Machinery and Implements, and a section of Agricultural Hall will be set aside for this purpose. Arrangements will be made by which exhibitors of Agricultural Machinery can be furnished with steam power and all the necessary appliances for driving such machines as may require it. The reception of articles within the Hall commences on January 5th, 1876, and ends on April 19th. In this building there will also be a display of all the products of the Forest, both in primary and secondary form; and it is proposed that the bark of one or more of the giant trees of California be taken off the trunk in segments and sections, to be placed on arrival on a skeleton frame of the same dimensions as the original. Agricultural Hall having an elevation of 75 feet, will give room for at least a partial exhibit of one of these monster trees. In addition to the above, there will also be an exhibit of Timber in all forms; as samples of masts and spars; knees and square timber; planks and boards, showing unusual breadth and character of cell and fibre. In brief, every description, quality and form of wood used in construction and decoration. Another and very important display in this building will be that of the Fruits of our varied climates, and also those of more northern and tropical regions. Many of the more perishable fruits will be exhibited in models of plaster and wax. The classification and arrangement of location of fruits sent for exhibition, will be according to their species and variety; all of a similar character being assembled together; thus all grapes, from whatever source, will be placed in one position, the same with apples, pears, and the entire list of cultivated and wild fruits and nuts.

There will be required, in addition to these buildings, a number of smaller structures for the administration of the Exhibition, all of which are now being designed with a view to their early erection. The preparation of the grounds allotted to the Commission in Fairmount Park and the construction of the various buildings are far

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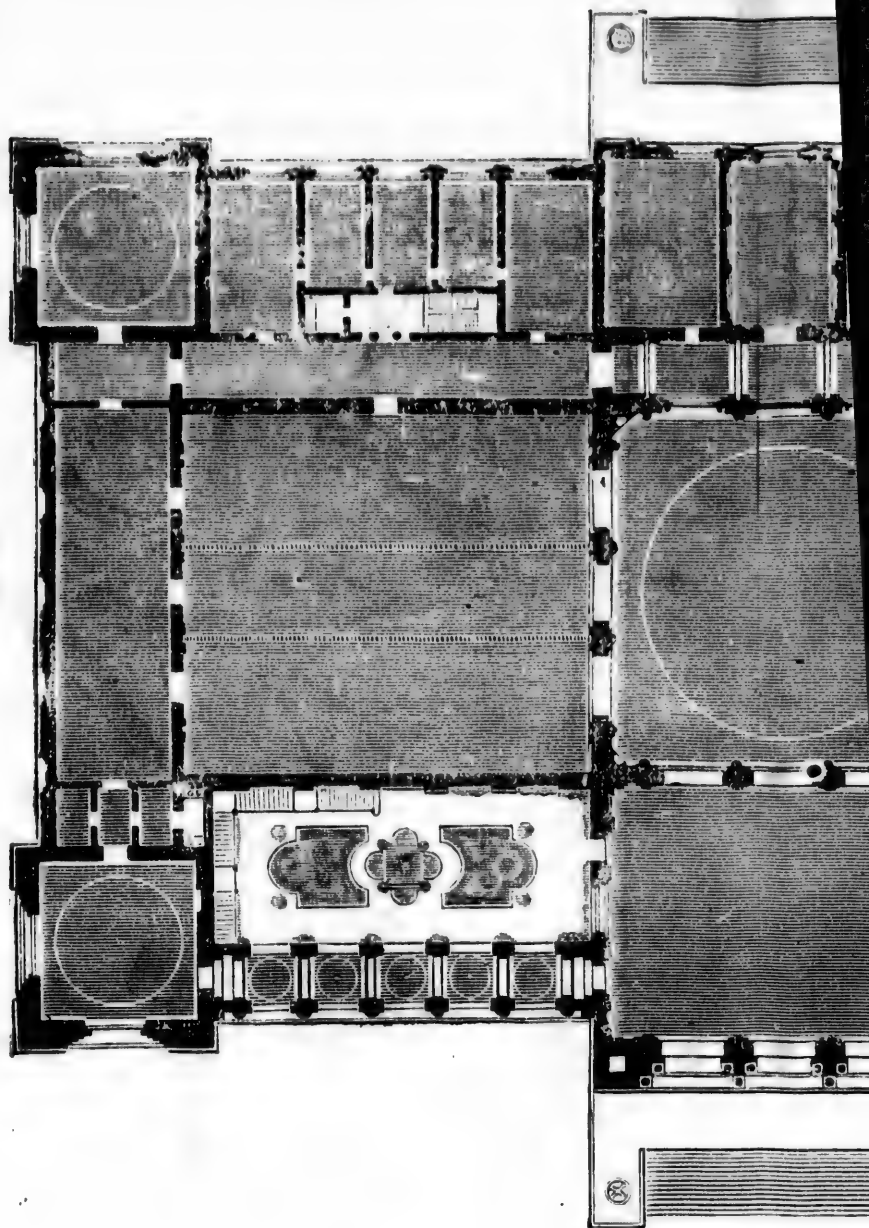
Fig. 1.

MACHINES.

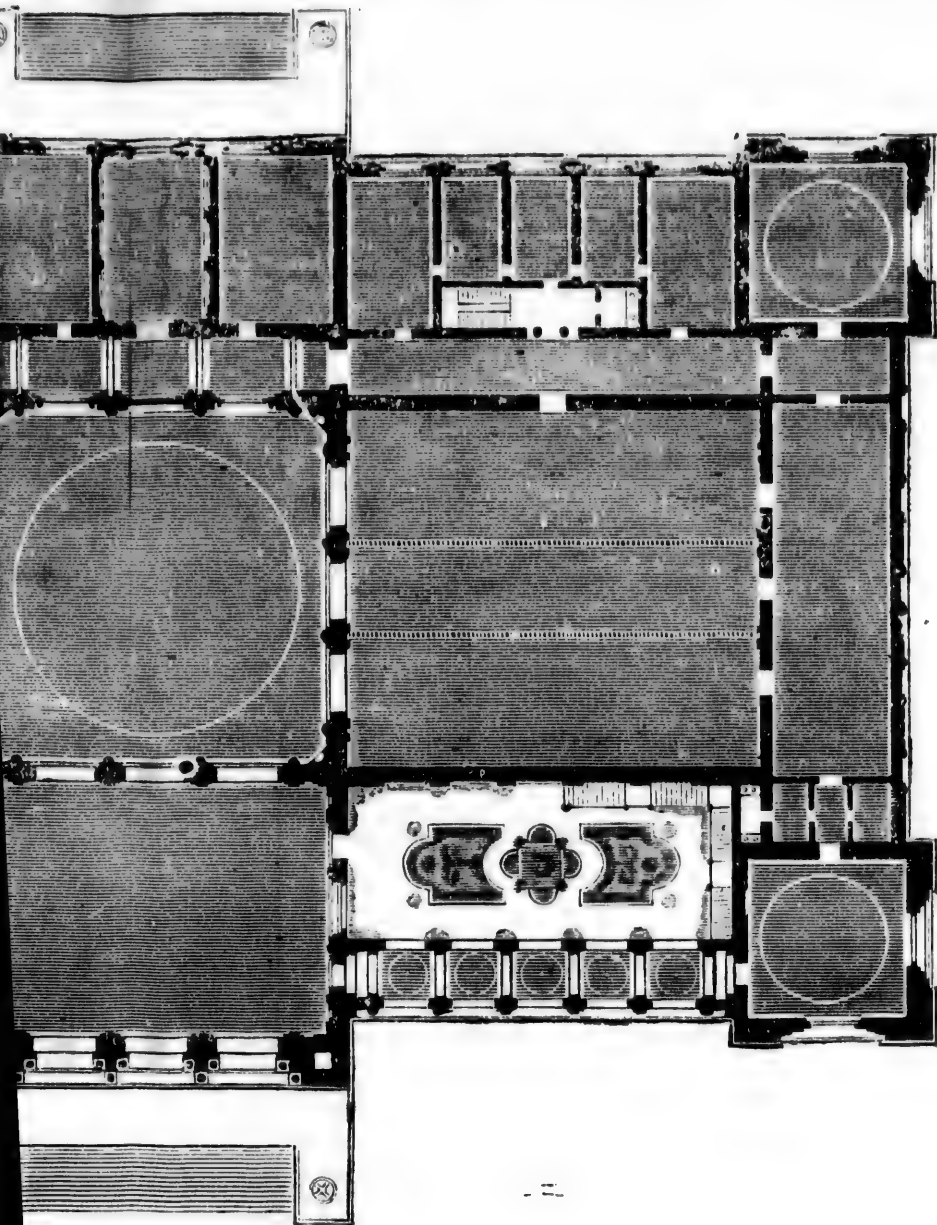
SHINGLE

Lawton's Building, George's Street, St. John,
N. B.

MACHINES.



GROUND PLAN-ART



ND PLAN-ART GALLERY.

J. F. LAWTON,

ALEXANDRA SAW WORKS,

Corner North and Georges Streets,

ST. JOHN, N. B.

CONSTANTLY MANUFACTURING,

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And if not found to be what it is represented, will
be rectified or exchanged.

Saws Repaired at Lowest Rates.

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advanced, and will be vigorously urged forward. Although the erection of the buildings and the grading of the Park were not commenced until July, 1874, the progress made to this date insures their timely completion on a scale and in a manner that will answer the requirements of the Exhibition in every particular.

Besides the Exhibition buildings proper, numerous applications have been made by manufacturers and by the Commissions of foreign governments for permission to erect pavilions and various ornamental and useful structures within the Exhibition Grounds. A number of fountains, memorial statues, and other decorative objects are in preparation under the auspices of local organizations. These adjuncts will add essentially to the attractions of the Park.

In addition to the above there will be erected a special building devoted to the exhibition of the various departments of our National and State Governments, and also others erected by manufacturers, in which will be shown the various processes and the manufactured articles.

GROUND OF THE INTERNATIONAL EXHIBITION.

The ground selected for the site of the Exhibition in Fairmount Park, containing 286 acres, is west of the Schuylkill River, and north of Girard and Elm Avenues, on a plateau 90 feet above the river, heretofore known as Lansdowne. The boundaries of the Exhibition are: South, Elm Avenue from Forty-first to Fifty-second streets; west, the Park drive to George's Hill, with the concourse; north, Belmont drive from George's Hill to the foot of Belmont; and east, Lansdowne drive from Belmont to Forty-first street. The whole of the Exhibition being enclosed, 13 entrances have been established along the boundary drive, which might be named after the thirteen original States.

- 1st. The main approach for carriages and entrance at the east end of the Main Building.
- 2d. The central entrance between the Main Building and Machinery Hall, with the concourse for street cars and the approach from the Pennsylvania railroad depot.
- 3d. The entrance from George's Hill.
- 4th. The Belmont Avenue entrance at the intersection of the avenue with the Park Drive.
- 5th. The Belmont entrance for visitors arriving on the Reading Railroad through Belmont Glen.
- 6th. An entrance in Belmont Valley for visitors arriving in steamboats.
- 7th. The east entrance in front of Horticultural Hall.
- 8th. The Lansdowne Valley entrance for visitors arriving on the Junction Railroad and by steamboats.
- 9th. The entrance to the Art Gallery, the only carriage entrance if desirable.

These entrances or gates will be ornamented and fitted up for the sale of tickets with self-registering turnstiles.

The proposed circuit drive necessitates changes in the present Park roads, which will

be, at the same time, a long desired improvement of the present Park Drive. In the place of Belmont Avenue the boundary avenue in George's Run will be opened and a connection can be made over the inclined plane with the River Road.

The location of the buildings inside the enclosure is as follows: Main Exhibition Building occupies the most level territory with the Art Gallery north, elevated on a commanding plateau. The Machinery Hall occupies the next level portion, leaving a distance of 500 feet between each, required for the entrance of the railroad tracks. The Horticultural Hall, most admirably situated, is in the centre of the grounds, containing sixteen acres, well sheltered and admirably adapted for horticultural purposes. Two bridges, over deep ravines, connect the Horticultural grounds north and south with the other building. The Agricultural Grounds (thirty acres) and Building, at the north, are also well located, and the ground is likewise well adapted for its purpose. The Exhibition building of the United States Government is in the most central and prominent situation, with equal distance from all other buildings.

Economy and adaptability of the territory have been the guiding points in the selection of the various locations. The main line of connection between the buildings are straight and correct; and, for the still greater convenience of visitors, it is proposed to have cars running on the same. The meadow ground between the main avenues, reserved for private exhibition building, will be treated in regular Park style with walks and planting, to unite the whole into a handsome picture. Lakes and fountains, fine and rare specimens of trees and shrubs, statuary and vases, etc., etc. will be added to the ornamentation.

Special attention has been taken in locating the various walks and avenues to have a perfect drainage. Among the details of the proposed improvement we find the Terrace around the Art Gallery with its grand approach, the intersection between the Main Building and Machinery Hall, with the Offices of the Administration, the Fountain of the Catholic Total Abstinence Society at the foot of George's Hill, the Lake north of the Machinery Hall, and the Terrace and the grand Flower Parterre at the Horticultural Grounds.

The following figures will be of interest in connection with the situation plan:

Area of grounds, 236 acres.

Lineal number of feet of the enclosure, 16,000.

Number of entrances, 13.

1. Dimensions of Main Building, 1880 feet by 464, 20 acres.

2. Art Gallery, 210 feet by 365 feet, $1\frac{1}{2}$ acres.

3. Machinery Hall, 360 feet by 1402 feet, 14 acres.

4. Horticultural Hall, 180 feet by 350 feet, $1\frac{1}{4}$ acres.

5. Agricultural Hall, 540 feet by 820 feet, 10 acres.

6. U. S. Government Exhibition Building, 360 feet by 300 feet, $1\frac{1}{2}$ acres.

7. Office for the Administration, 80 feet by 324 feet, $\frac{1}{2}$ acre.

Avenues and walks, 7 miles.

Length of proposed horse railway, 4 miles.

Average distance between the buildings, 550 feet.

Length of railroad tracks inside the ground for the delivery of material and goods of every description, $3\frac{1}{2}$ miles.

The main approaches from the city to the grounds are as follows:

Over Girard Avenue bridge, Thirty-fifth street to Girard Avenue, Fortieth and Forty-first streets, Belmont Avenue and Fifty-second street. The Pennsylvania Railroad connecting with all other roads at Belmont and Elm Avenues. The Junction Railroad and the Reading Railroad, connecting Richmond, Germantown, Chestnut Hill and the upper portion of the city with the Exhibition.

The steam navigation on the Schuylkill, capable of running boats through the locks, the Belmont Avenue and the River Road for the country north of the Exhibition.

AMOS FALES,
HOUSE, SHIP, AND ORNAMENTAL CARVER,

130 Union Street, St. John, N. B.,

(Near Golden Ball Corner.)

Having had much experience in Ship Carving, I am prepared to
 execute

Every Description of Ship Work

IN A SATISFACTORY MANNER.

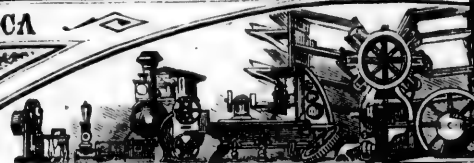
Understanding the principles of Architecture, I flatter myself
 that I am able to execute House Carving in a manner not to
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Orders Respectfully Solicited.

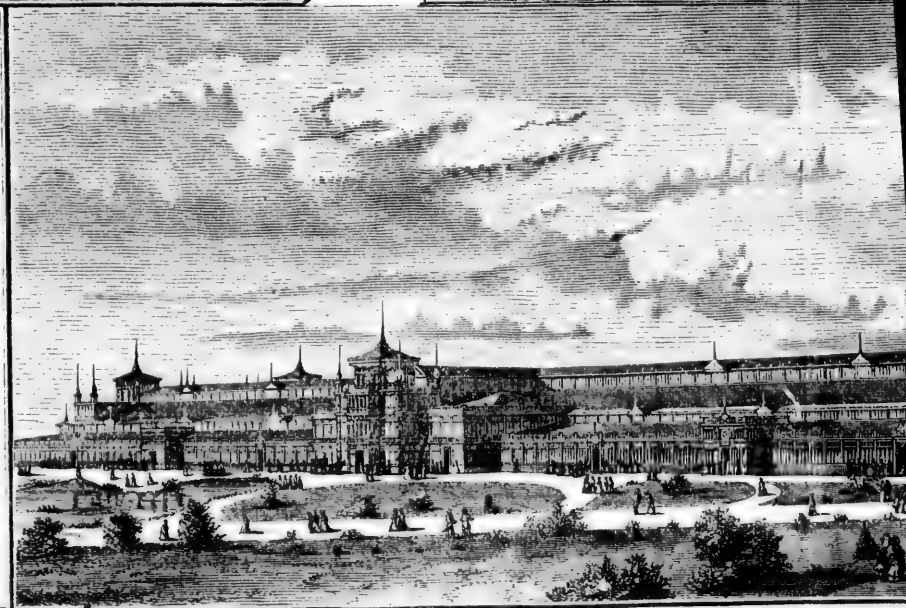
Orders from the Country Punctually and Carefully Attended to.

A. F.

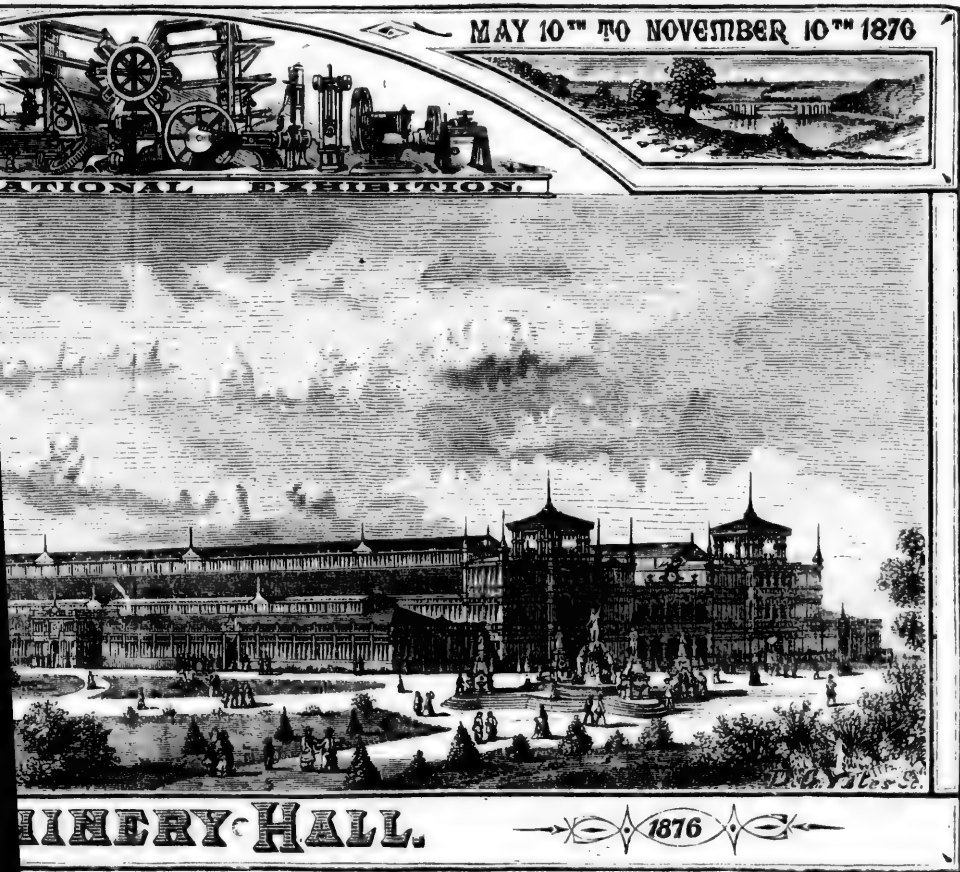
PHILADELPHIA U.S. AMERICA



INTERNATIONAL



MACHINERY



MAY 10TH TO NOVEMBER 10TH 1876

NATIONAL EXHIBITION

MACHINERY HALL

1876

GUTHRIE & HEVENOR,

64 CHARLOTTE STREET,

ST. JOHN, N. B.,

MANUFACTURERS OF

RASPBERRY VINEGAR,

ALSO

FANCY CAKE

AND

PASTRY BAKERS.

WHOLESALE AND RETAIL.

FACILITIES OF ACCESS TO THE EXHIBITION GROUNDS.

The Philadelphia system of street railways is complete, each road connecting with every other, and occupying, with but few exceptions, all the thoroughfares. From any part of the city, therefore, the visitor may reach the Exhibition and return to within a square or single block of his residence. This is an advantage possessed by no city of Europe.

There will be ten horse-car roads direct to the Exhibition, and four steam roads, all connected with the system of lateral roads covering the city and country. These will furnish accommodations as follows:

Ten horse-car line minute cars, one hour.....	24,000
Four steam-cars twenty minute trains.....	48,000

By these facilities, direct to the door of the Exhibition, distributed over two hours of arrival and departure, 144,000 persons, a very much larger number than were ever in an exhibition building at one time, can be taken to or from the Exhibition without a cab or carriage to residences, depots or hotels, in any part of the city. This is a feature entirely novel connected with any former exhibition.

The Pennsylvania Railroad, approaching the Exhibition grounds, widens for the distance of a mile in sixteen tracks, so that in no possible contingency, even of 250,000 arriving at one hour, could there be any confusion for want of track space at the grounds.

REDUCED FARES.

The rates of fare and systems of excursions which are adopted by all the roads of the United States will be made even lower, so that, with no more expense than the ordinary fare to which the visitors to the European exhibitions were subjected, they may visit the Exhibition from all places within a radius of 100 miles from Philadelphia. These facts will prove a source of astonishment not only to foreigners, but even to many of the American people—a capacity for cheapness, rapidity, and comfort for large numbers which is not approached in Europe.

Indeed, the daily spectacle of trains of cars, with people from Florida, Utah, Maine, Montana, California, etc., etc., arriving and passing in and out of the Exhibition, representing an entire continent, will be scarcely less wonderful than the Exhibition itself. The visitors, embracing every nationality, will be themselves its leading international feature.

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A HOME INSTITUTION.

ISSUES FIRE, LIFE, ACCIDENT AND GUARANTEE POLICIES ON THE BEST TERMS.

IRA CORNWALL, Jr.,

MANAGER FOR N. B., P. E. I. AND N. F.

OFFICE, - - - 23½ Prince Wm. Street, St. John, N. B.

THE CITY OF PHILADELPHIA.

THE facilities for rapid transit by steam or horse-car railways throughout Philadelphia and vicinity are, as we have shown, exceedingly great. As, however, many of our readers who may visit the Exhibition will sometimes prefer pedestrian locomotion in their sight-seeing expeditions, a brief account of the arrangement and numbering of the streets will be found convenient; nor could a description of the Centennial be considered complete without some reference to Philadelphia itself. We therefore extract the following information from "Philadelphia and its Environs," the work before quoted:*

Philadelphia, the second city in the Union in point of population, and the largest in area was laid out by William Penn in 1682.

The site was chosen by him because, as he says, "It seemed appointed for a town, because of its cover, docks, springs and lofty land." The visitor now wonders where all these primeval advantages could have been.

The Indian name of the place was "Co-a-que-na-que," or Coaquanock."

The original town-plot, as we gather from history, was a plain, nearly level, and high enough to make it dry and healthful. A few streams of water crossed parts of it, and there were a few hills and ravines, all of which disappeared long ago.

The original plan of the city was a parallelogram two miles long, from the Delaware to the Schuylkill, by one mile wide, and contained nine streets running from the Delaware to the Schuylkill, crossed by twenty-one running north and south. In the centre was a square of ten acres, and in each quarter of the city one of eight acres, for public promenades and athletic exercises. This plan, so far as the arrangement of the streets is concerned, is still substantially adhered to.

The streets running east and west were, with the exception of High Street, named after native trees. They were Vine, Sassafras, Mulberry, High, Chestnut (*sic*), Walnut, Spruce, Pine and Cedar. Of these Sassafras and Mulberry are now called Race and Arch, High is Market, and Cedar, South Street. The streets intersecting these were numbered from each river to Broad Street, which, in the original plan, was in the middle of the plot, the western series being distinguished by the clumsy affix of "Schuylkill," as "Schuylkill Front," "Schuylkill Second," etc., until a comparatively recent period, when their nomenclature was reconstructed on more euphonious principles.

The city proper was confined within these narrow limits from the date of its incorporation by Penn. in 1701, until 1854, when the Legislature, commiserating its overcrowded condition,—wedged in, as it was, among its lusty children, Kensington, Germantown, Northern Liberties, West Philadelphia, Southwark, and the rest,—took them all in at one grasp, and incorporated the whole County of Philadelphia,—a territory

*J. B. Lippincott & Co., Philadelphia.

JAMES NOTMAN,

PHOTOGRAPHER.

18 PRINCE WILLIAM STREET,

Corner Market Square.



PHOTOGRAPHIC PORTRAITURE

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CARTES DE VISITE AND CABINETS

In Cameos and Enamels.

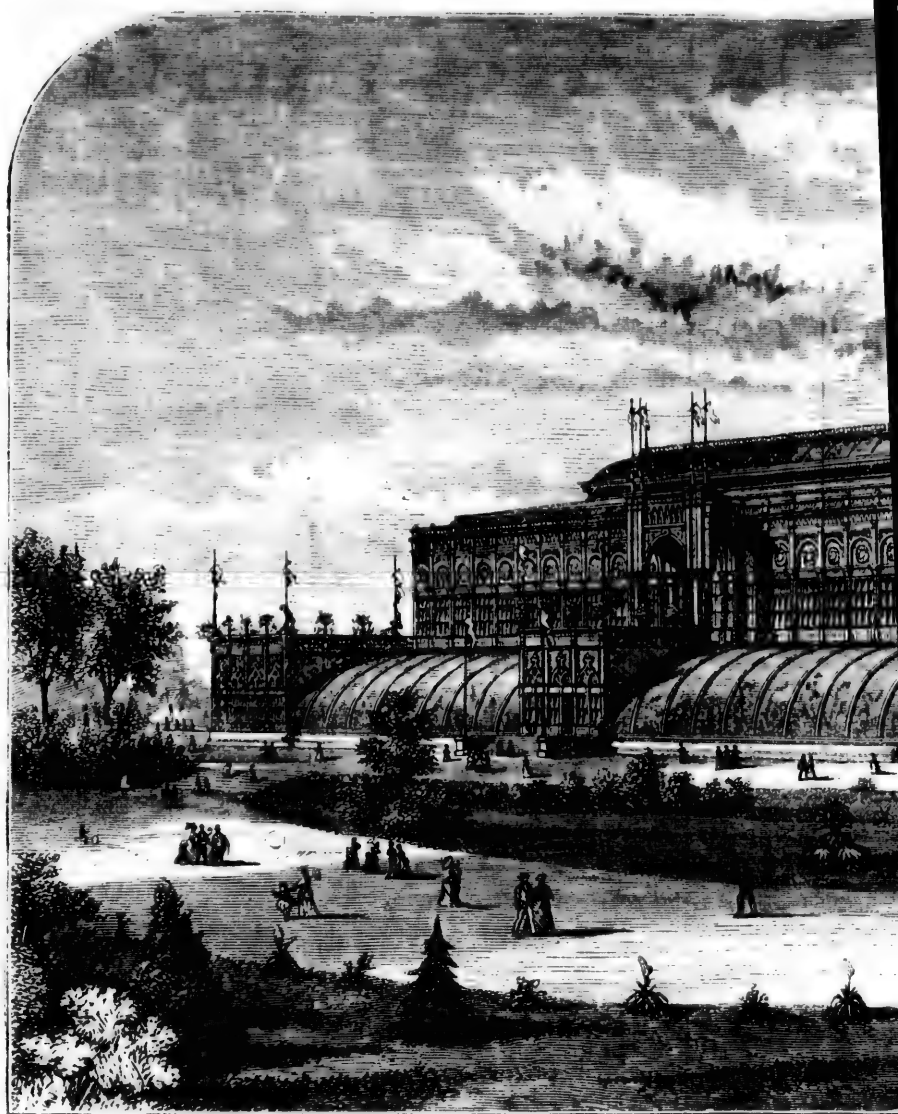
PROMENADE CABINETS.

ENLARGED PORTRAITS

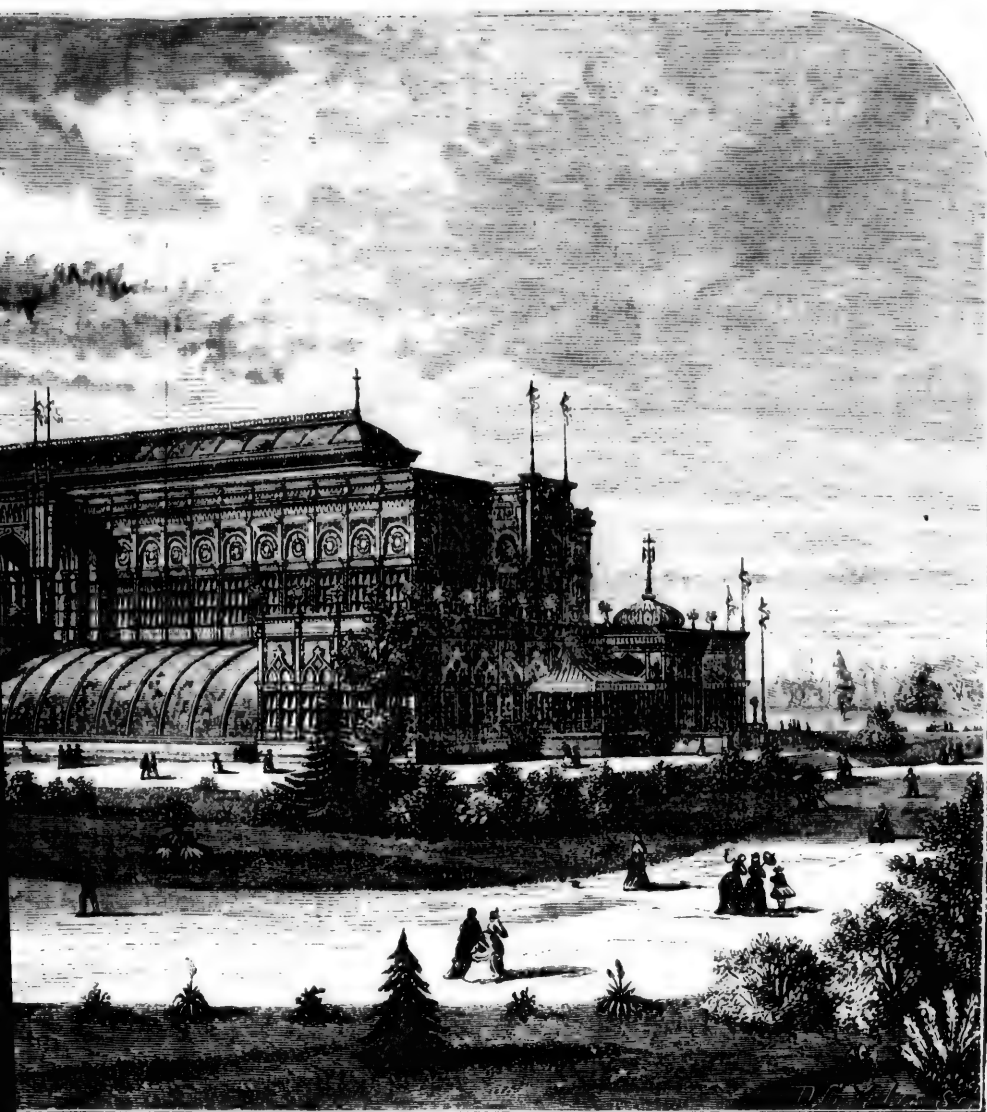
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HORTICULTURAL



HORTICULTURAL HALL.

Medical Hall,

NO. 40 CHARLOTTE STREET, OPPOSITE KING SQUARE,

ST. JOHN, N. B.

ESTABLISHED 1848.

The Subscriber, thankful for the liberal and extensive patronage extended to him during the last 27 years, would intimate to his many friends and numerous customers that he has REMOVED from his Old Stand, No. 2 St. Stephen's Building, and taken a lease of the large and extensive building adjoining R. E. Puddington & Co., where with greater facilities he is enabled to carry on with increased assistance the important business of a

DRUGGIST AND APOTHECARY.

THE STOCK CONSISTS OF

GENUINE DRUGS AND MEDICINES, LEADING PATENT MEDICINES OF THE DAY, CHEMICALS IN THEIR ORIGINAL PURITY, PERFUMERY, ENGLISH AND FRENCH POMADES, HAIR PREPARATIONS OF ALL KINDS, PAINTS AND OILS, BRUSHES AND VARNISHES, WINDOW GLASS, PUTTY, &c. &c.

During warm weather a constant supply of

Cold Soda Water, with Choice Fruit Syrups,

drawn from one of the BEST FOUNTAINS in the Dominion, Soda Water manufactured on the premises.

SYRUPS MADE TO ORDER.

Always on hand a Choice Assortment of

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Relief for the Suffering and Assistance to the Poor.

R. D. McARTHUR,

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twenty-three miles long and averaging five and a half broad, having an area of one hundred and twenty-nine and one-eighth square miles. The city has now plenty of elbow room, and permission to grow as fast and as large as it pleases; a privilege of which it is not slow to take advantage, as the hundreds of building permits issued monthly, and the solid squares dwellings rising simultaneously from the ground on all the outskirts, bear ample testimony.

The original city, with its crowded buildings and noisy streets, is fast yielding to the demands of commerce. The vicinity of the spot where it was begun,—Front Street, from Walnut to Arch,—though bustling and noisy enough during business hours, is a perfect desolation after six o'clock, and the thousands who throng there all day long are miles away, resting, most of them, in comfortable homes, with plenty of living room about them. There is no swarming in tenement houses, whole villages under one roof, and large families in one room, as in New York.

The advancing tide of commerce and trade, ever surging westward from the Delaware, has already swept over Broad Street in the centre of the city, driving the dwellings of the people before it. Market Street is lined with shops and warehouses from river to river; Chestnut is invaded as far as Fifteenth Street, and Arch beyond Tenth, while north and south traffic extends, on certain streets, to the limits of the built-up city.

This disposition to give her citizens comfortable homes is Philadelphia's greatest pride and glory. With a population less than that of New York, she has sixty thousand more houses. The poorest of the poor are scarcely compelled to live in quarters too small for them, and every mechanic can have a house to himself on payment of a moderate rental.

Madison Square and St. Alban's Place, on Gray's Ferry Road, are instances of what can be done towards providing tasteful homes for the people. In each, two rows of houses, moderate in size, but built with an eye to substantial comfort, face each other across a wide street, down the middle of which stretches a miniature park.

Philadelphia now has, in round numbers, a population of eight hundred thousand, living in one hundred and thirty thousand dwellings. It has one thousand miles of streets and roads, more than half of which are paved, and beneath them run 140 miles of sewers, over 600 miles of gas mains, and nearly as many of water-pipes. It has two hundred and twenty miles of street railways, running two thousand passenger cars; and four hundred public schools, with over sixteen hundred teachers and more than eighty thousand pupils.

But, as we have remarked above, the plan of the city, as it existed in the mind of its founder, contemplated an abundance of room; and this is the legitimate outgrowth of Penn's idea, which has never been permitted to die out entirely. His magnificent Centre Square shrank, indeed, to the comparatively diminutive Penn squares, and even these have now been obliterated by the splendid municipal buildings at the intersection of Broad and Market streets; but these same Broad and Market streets retain their pristine width; the former of one hundred and thirteen feet, the latter of one hundred. The four squares in the four quarters of the city are still in existence, and, though long condemned to obscurity and neglect, they are now restored, and fulfilling their intended mission as "the lungs of the city."

Washington Square is at Sixth and Walnut streets; close beside what was once the State House yard, now called Independence Square, in grateful remembrance that in it liberty was first proclaimed to the people.

Washington Square was once a "Potter's field." Many soldiers, victims of the small-pox and camp fever, were buried here during the Revolution. The ground under the

waving trees and springing grass, where the birds sing and the children play, is literally "full of dead men's bones," but the grass is no less green, the sunshine no less bright, on that account, and the dead sleep none the less peacefully, for the life above them.

"The knights' bones are dust,
And their swords are rust,
Their souls are with the saints, we trust."

At Eighteenth and Walnut streets is Rittenhouse Square, and at Eighteenth and Race is Logan Square, the site of the great Sanitary Fair in 1864, when the entire square was roofed over and boarded up, the trunks of the trees standing as pillars in the aisles of the huge building, and their branches waving far above the roof.

Franklin Square, at Sixth and Race, also long used as a burying-ground, completes the original number, and is rendered more attractive than the others by a large fountain, which plays daily during the summer.

These, with the addition of Independence Square, the comparatively new Norris Square, in Kensington, and Jefferson Square, at Third and Washington Avenue, are the most important in the city; but there are about half a dozen smaller ones in different sections. * * * * *

Penn first set foot on the site of his future city at the "Blue Anchor Landing," at the mouth of Dock Creek, in the vicinity of what is now the corner of Front and Dock streets; where stood the "Blue Anchor Tavern,"—the first house built within the ancient limits of the city. Then, and long afterwards, Dock Creek was a considerable stream; Penn counted on it to furnish a natural canal to the heart of the town, and it was used for that purpose at first, but the water became so offensive, and the mud and washings of the city, which the current was too sluggish to remove, filled it up so rapidly, that it was finally arched over, and wagons now run where boats formerly floated, and the visitor to the venerable Girard Bank, on Third street, below Chestnut, sees little to remind him that on the site of this stately pile a sloop, "loaded with rum from Barbadoes," once lay and discharged her cargo. And this explains the anomaly of the winding Dock street in the midst of the primly-drawn right lines of the ancient town: the street was constructed over a winding creek.

The Blue Anchor Tavern was the beginning of Philadelphia, but other houses were in progress before it was finished; Front street was soon opened, and building followed its line. The first winter was passed by many of the inhabitants in caves dug in the river-bank, they having no time to build houses before the coming of cold weather. Log houses, however, soon became numerous enough to shelter all the people; and the growth of the city, beginning thus on the Delaware, pushed gradually north, south, and west, until it became what we now see it. Dock Creek, as we have seen, was obliterated. "Society Hill," in the neighborhood of Front and Pine, where Alderman Plumstead had his hanging-garden, and Whitefield, at a later day, preached to 15,000 people, was razed, as was also the high bluff on the Delaware bank which Penn was so anxious to preserve as a public promenade forever, ordering that no houses should be built east of Front street. All that remains of the bluff is an occasional flight of stairs leading up from Water to Front street. Arch street was sunk so low in a ravine that Front street crossed it by an arched bridge, whence it derived its name: but bridge and ravine are both gone now. So is the Duck Pond at Fourth and Market, into which the tide flowed and in which boys caught fish that had found their way there from the Delaware; and so is Pegg's Run, once a considerable stream running from a spring in Spring Garden street, near Sixth (whence the name of the former), through a marsh, to its junction with the Delaware, in the neighborhood of Noble street. All these were once landmarks, but the present generation scarcely knows their name.

b.
Pudda
increased.

DEU

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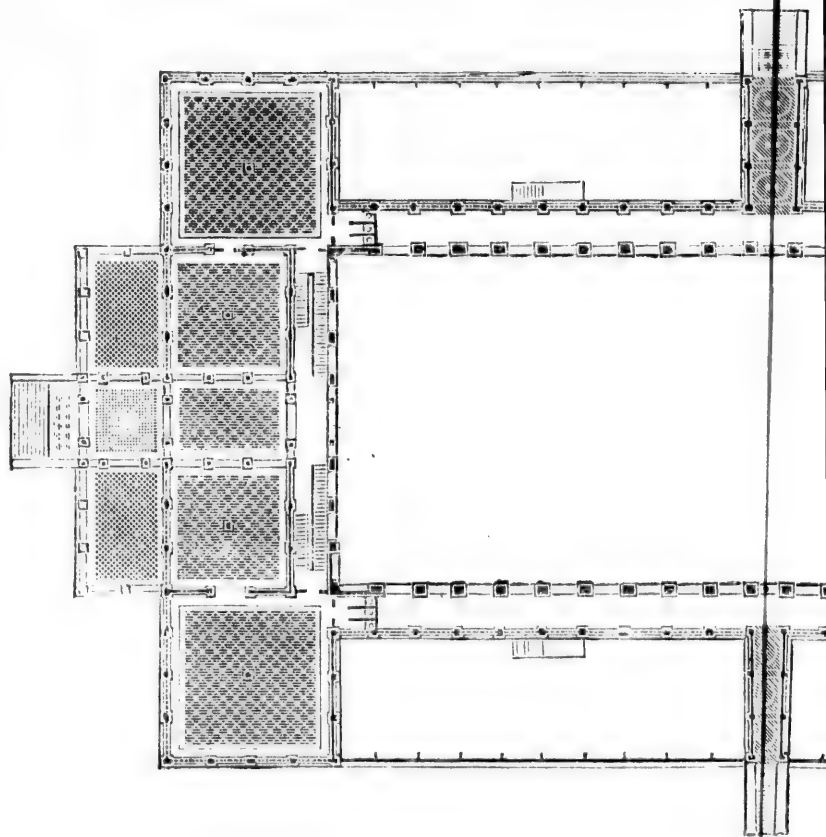
GRAINING,

Marbling, Tinting, Kalsomining,

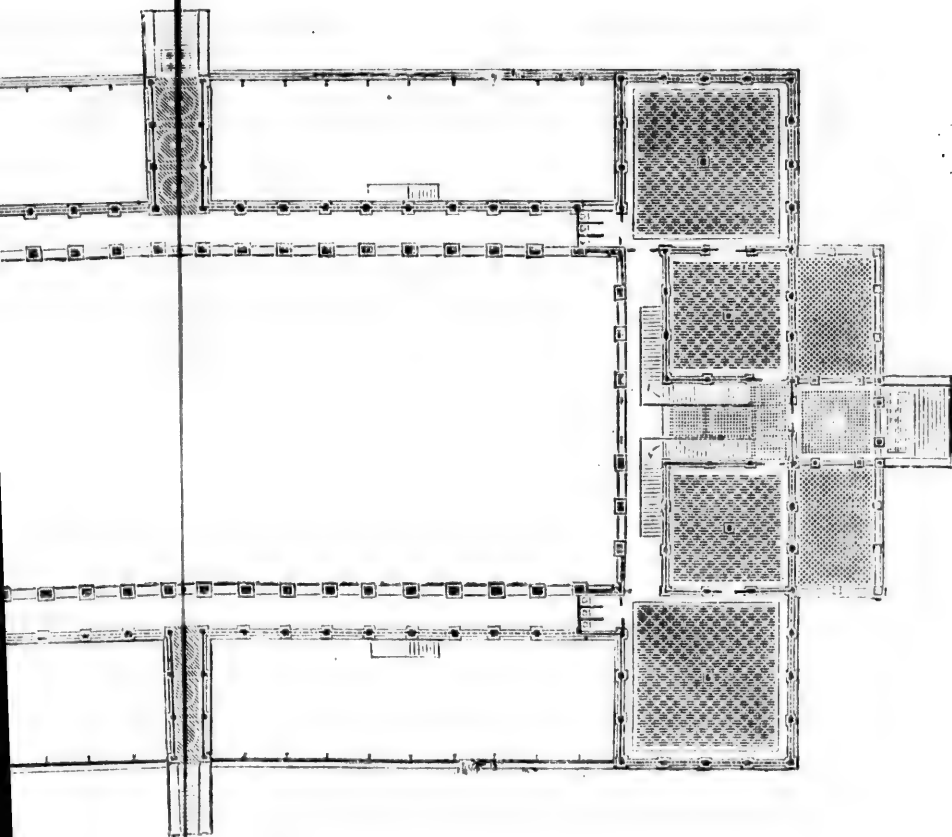
GLAZING, &c., &c., &c.

F. X. SWIFT.

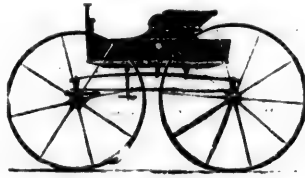
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GROUND PLAN--HOLTU



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ESTABLISHED 1850.

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CONCORD WAGGONS, TOP BUGGIES,

PHAETONS, Covered and Open, and

TWO SEATED WAGGONS,

Of all styles, all made from the very best American Stock, under our personal supervision.

Coaches, Barouches and Hearses made to order.

*Farm Waggon, Carts, Stovers and Wheel Barrows on hand and made to order,
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ALL KINDS OF CARRIAGE STOCK CHEAP FOR CASH ONLY.

Second-Hand Waggon will be taken in exchange for new ones.

Carriage Repairing of every description done on the premises

WITH THE UTMOST DESPATCH.

ALL WORK DONE AT THIS ESTABLISHMENT WARRANTED.

Please call and examine our Stock before purchasing elsewhere.

PRICE & SHAW,

Main Street, - - - Portland.

THE STREETS.

PHILADELPHIA grew too fast and in too many directions at once, to permit either its business or its objects of interest to be collected in one quarter, or to follow a uniform line of position. The stranger visiting the city cannot walk up town, guide-book in hand, and see all that is to be seen, in a morning walk; nor can we direct him how to gather all the attractive points in a single route. The best we can do is to give him an idea of the arrangements of the streets, and tell him where the points he will probably wish to see are located.

All the streets running north and south are *numbered* from a base-line which is best described by saying that it is one square east of Front Street. In the original city, this is the Delaware; but the stream curves both above and below these limits, and so streets east of that line are found in Kensington, Richmond, Southwark, and other parts of the present city.

The houses are numbered alternately,—even numbers on the south side of the street, odd numbers on the north. Front Street being No. 1, the house next west of it is No. 100. At Second Street, though the first 100 is not exhausted, a second series begins; and in this way one can always tell between what north-and-south-running streets he is. If the number of the nearest house is 850, for instance, he knows that Eighth Street is east of him, and that the next street west is Ninth.

The regular succession of the numbered streets is interfered with in the vicinity of the Schuylkill by the winding course of that stream, which at Market Street causes a hiatus from Twenty-third to Thirtieth Streets. As, however, Thirtieth Street follows the western bank of the river, it forms a convenient means of distinguishing the location of a given address, as everything west of Thirtieth Street (and consequently all houses numbered over 5000, in this direction) must be in West Philadelphia.

Some unimportant exceptions to the rule just stated may be noticed in the way of *named* streets running north and south; but there are few; and being, with the exception of Franklin Street, and perhaps one or two others, little better than alleys, they are not likely to mislead the visitor. But there are no exceptions to the rule that all streets running *east and west* have names, instead of numbers.

Market Street is always considered as a point of departure in reckoning these streets. It is, indeed, the base-line of the city. From it the houses are numbered north and south, and it is the grand business-centre,—the great artery, lying in the middle of the city corporate, and sending its streams of human and commercial life to all parts, not only of the metropolis, but of the State. This was the "High Street" of Penn and his predecessors, and its magnificent width was first made available to accommodate a line of market-houses which the founders of the place early provided for. The encroachments of commerce swept these out of existence long ago, but not until they had given the street its new name. It is one hundred feet wide, and, like Broad, runs in a perfectly straight line from one side of the city to the other.

As in the streets running east and west, so in those running north and south, the houses are numbered alternately, even numbers on the west, odd numbers on the east; and certain streets are designated as boundaries of the hundreds; for, when the city came to be closely built up, it was found that Penn's magnificent plan was on too grand a scale for practical purposes, and what might be termed *intercalary* streets had to be introduced. Another reason for these intermediate streets is that, as the city grew beyond its pristine limits, it became necessary to deflect the streets from a right line in order to accommodate them to the ground to be covered, as its shape was determined by the curving banks of the two rivers; and still another reason may be found in

the failure of those who laid out the suburbs before mentioned to foresee the day when their infant colonies would be swallowed up by the young giant in their midst. They never expected them to be made part of Philadelphia, and saw no reason why their streets should conform to others just starting two or three miles away.

After all, though, the streets forming the "even hundreds" are, with few exceptions, the principal ones, and are easily recognized, even without the assistance of the lists which may be obtained at any hotel.

A few notable exceptions to the rectangular plan of the streets stretch away from the original town-plot, crossing lots as recklessly as if made by schoolboys impatiently taking the nearest way to chest-nut grove or huckleberry patch, in the far-away past, and leading to the very confines of the city. These are the remains of highways built to connect Philadelphia with the outlying towns around her. They were formerly called roads; and even now, though polite usage styles them "avenues," the homely phrase of the common folk clings to the old title, and it will be long before "Ridge Avenue" will be as familiar to the genuine Philadelphian as the "Ridge Road" or his boyhood. There is a local pride in keeping up the old names,—a certain home feeling, a familiarity born of old associations, which one does not willingly surrender. "Ridge Avenue" has a grandiloquent sound, well calculated to tickle the ears of "outside barbarians," and quite good enough for them; but what do they know about "Ridge Road?" "Ridge Avenue" leads to Manayunk and the valley of the Schuylkill, but "Ridge Road," or its still dearer form, "the Ridge," leads back into the recesses of every true Philadelphian's memory. Think you he will easily vacate this highway to the past.

Another of these historic avenues leads to Germantown; one goes to Frankford; another to Darby; Painswink Avenue starts from South below Fifth, and runs southwest to Point Breeze; while others, again, are to be found in different parts of the city running in all imaginable directions, as they were located by and for the public convenience."

It is not our province to point out the many magnificent buildings and other objects of interest which adorn the different streets, for this we must refer our readers to the numerous guide-books. Suffice it to say, that the peerless City of Philadelphia is also well worth a visit, and no one can dispute the wisdom of the United States in celebrating their Centennial Anniversary in the historical and beautiful city from which the Continental Congress first promulgated the Declaration of Independence.

THE MUTUAL Life Association of Canada

HEAD OFFICE, HAMILTON, ONT.

THE ONLY PURELY MUTUAL CANADIAN LIFE CO.

IRA CORNWALL, Jr.,

Manager for the Maritime Provinces.

OFFICE, 23 PRINCE WM. ST.

MISPECK MILLS.

This Establishment is now manufacturing a great variety of superior

KNITTING YARNS,

3 and 4 Ply, including the splendid

MISPECK FINGERING,

IN ALL THE USUAL COLORS.

Which is quite as attractive in appearance and finish as the Imported article, and **MUCH SUPERIOR** in regard to durability.

These Goods are all manufactured from the Best Native Wools, and offered at prices defying competition.

COTTON WARPS

AS USUAL.

The high character of these Favorite Goods is too well and extensively known to require any Special Notice here.

MISPECK MILLS,

ST. JOHN, N. B.

J. L. WOODWORTH, - - Agent.

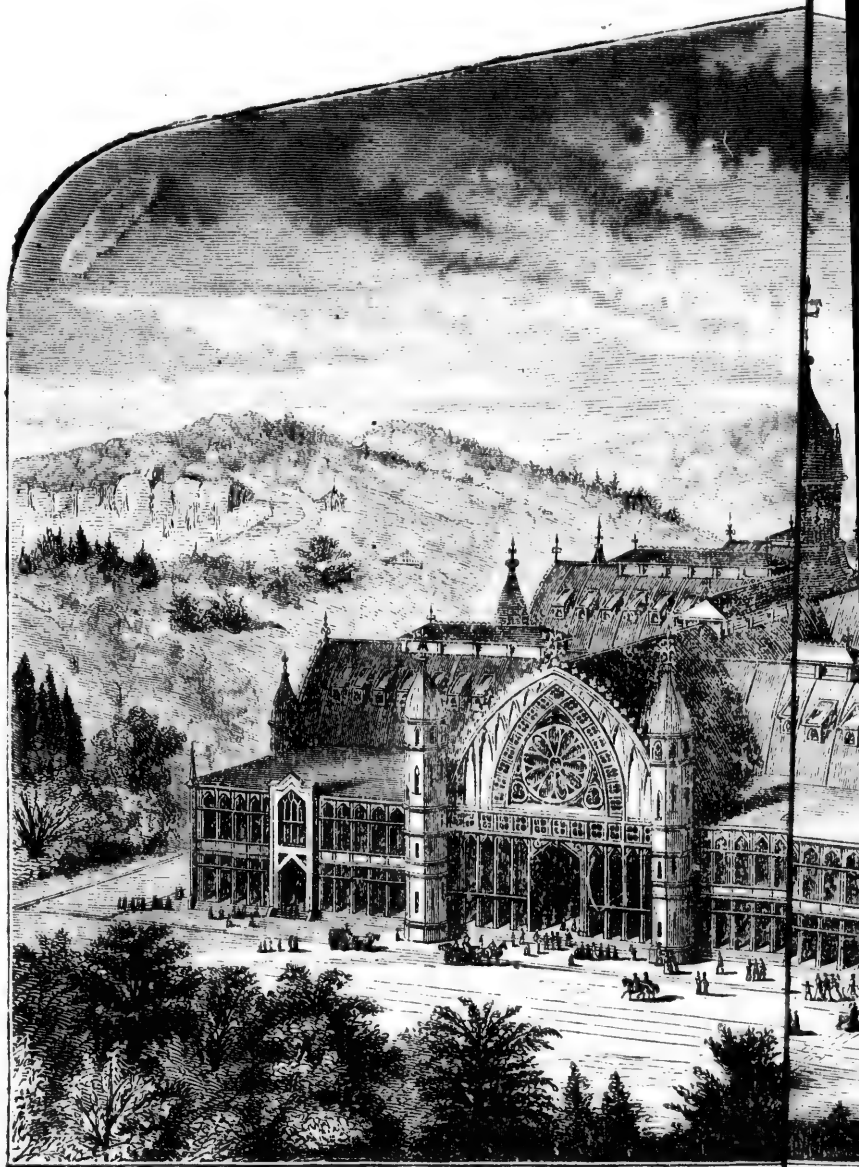
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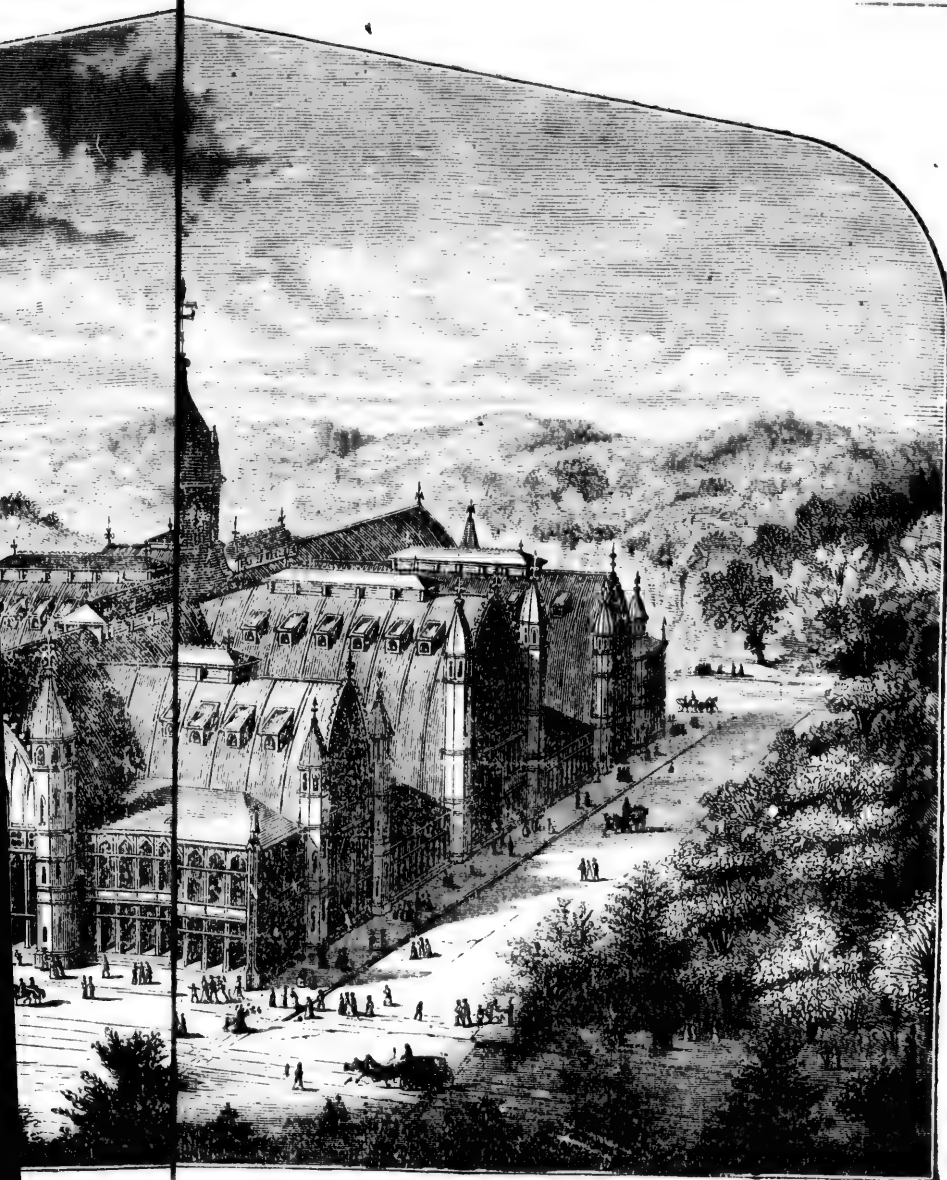
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AGRICUL BUIL



AGRICUL BUILDING.

J. CHALONER,

DISPENSING CHEMIST AND WHOLESALE DRUGGIST,

ESTABLISHED IN 1845.

DEALER IN

Drugs,
Medicines,
Patent Medicines.
Trusses,
Sponges,
Fancy Soaps,
Toilet Brushes,
Combs,
Perfumes,

Court Plasters,
Chemicals,
Medicinal & Flavoring Herbs,
Flavoring Extracts,
Druggists' Glassware.
Vegetable, Flower and Bird
Seeds,
Dyeing Goods, &c., &c.

J. C. is originator of the following articles which bear his name:

Aniline Dyes, in Packets: Hair Invigorator: Worm Lozenges: Poor
Man's Cough Syrup: Chemical Eye Ointment: Tonic Extract, for
Dyspepsia: Anodyne Drops: Eureka Liniment: Tooth Ache
Drops: Catarrh Snelling Bottle, &c., &c.

Prescriptions Carefully Prepared.

ORDERS FROM THE COUNTRY PROMPTLY FORWARDED.

Visitors attending the Exhibition are invited to call.

J. CHALONER,

Corner King and Germain Streets,

SAINT JOHN, N. B.

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THE MANUFACTURES OF ST. JOHN.

For the following very interesting and accurate sketch of the various manufactures of St. John, from their infancy up to the present time, and showing the important position they now hold, we are indebted to a work entitled "St. John and its Business," recently published by White & Hillman. The work has evidently been compiled with great care, and contains an immense amount of reliable information on the subjects of which it treats:

"Previous to the American Rebellion in 1861, ship-building and the manufacture of lumber constituted the great industries of New Brunswick. The war, coupled with the abrogation of the Reciprocity Treaty in 1864, produced an advance in nearly everything which had before been imported from the United States. Then it became evident to our people that their money could be invested in many home manufactures with a reasonable prospect of quick and profitable returns. They tried the experiment and have not been disappointed.

Before that time, boots and shoes, household furniture, cotton yarns, castings, agricultural implements, and carriages and vehicles of all kinds had been foremost in the list of importations. At the present day they are manufactured in the city in such quantities as to check, in a great degree, their importation from abroad.

In 1867 came the confederation of the Provinces, and it came in just the right time to give an extra impetus to the struggling manufactures. A large market was thus opened, and the mechanics were not slow to avail themselves of such an opportunity. They put their energies forth, and from that time the growth of the manufactures has kept pace with the hopes of those who, despite the prophecies of evil, then looked forward to a brighter future for New Brunswick. At the present day the din of the industry is heard in every direction, the smoke of the factory chimneys blackens the air, and the tokens of native industry greet the eye alike in the mansions of the wealthy and the homes of the humble.

Among the ancient crafts, dating back to the time of the cunning Cain, we find the workers in metals, and in all ages have they been found among the most useful and most honored of citizens,

"For since the birth of times, and in all ages and nations,
Has the craft of the smith been held in repute by the people."

THE BLACKSMITHS,

the oldest of all iron workers, had, of course, representatives among the early settlers, and the most prominent of these appears to have been one Oustrad, who, among other things, commenced the manufacture of scythes. His two sons followed his trade for many years. At a later period, David Hogg enjoyed a fine local reputation as a skilful worker in metals. At the present day, the blacksmiths of St. John, including anchor

SAMUEL MYERS & SON,

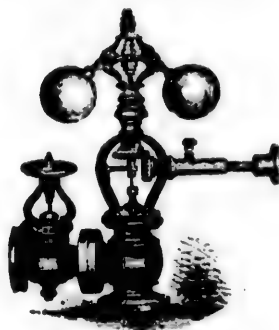
MACHINISTS,

MANUFACTURERS OF

SHAFTING, HANGERS, PULLEYS, &c.



Sturtevant Pressure Blowers.



Judson Governors.

MILLED MACHINE SCREWS,

NEW and SECOND-HAND SHAFTING, HANGERS and PULLEYS

CONSTANTLY ON HAND.

ENGINE & OTHER LATHES,

BABBIT METAL, &c.

WATERLOO STREET,

ST. JOHN, N. B.

smiths, etc., are twenty-seven in number, and employ upwards of one hundred workmen, with an annual expenditure of about \$55,000 for wages. The material produced each year is valued at over \$240,000. The manufacture of

EDGE TOOLS

has grown to be an important branch of industry, there being now three factories giving employment to 26 men, and paying wages to the extent of \$13,000 annually. In addition to the scythe maker previously mentioned, the first man who made a specialty of the manufacture of edge tools was James Ward, who at an early period in the city's history established a factory in York Point, and during his time acquired an enviable celebrity. An edge tool maker was badly required if we are to believe the story of James Hendricks, who sent an order to England for two hundred dozen axes. Enclosed with the order was a wooden model of the desired pattern. The order was filled, and in due time the axes arrived and were opened. They were well finished, handsome, and apparently of the required quality. All they lacked were the eyes, in which to put the handles. Hendricks had omitted to place an eye in the pattern, and the English makers had "followed copy" with a fidelity worthy of a better cause.

At the present day axes are largely manufactured, as well as edge tools of various other descriptions. Steam power is used, and the manufacture bids fair in time to assume much greater proportions. About \$18,000 worth of finished tools are annually produced.

NAILS, SPIKES AND TACKS.

In 1837, the firm of Harris & Allan, doing business where the foundry of J. Harris & Co. now stands, manufactured New Brunswick's first cut nail. This industry was carried on by the firm for about a year, two machines doing the work and producing, together, at the rate of 50 tons annually. In 1838, the machinery, together with the good will of the business, was purchased from Harris & Allan by W. H. Scovil, who removed the works to Cold Brook, in the Parish of Simonds. This step was the first towards the establishment of a large and lucrative business, and the fruits of Mr. Scovil's enterprise are now seen in the extensive establishments known as the Cold Brook Nail Factory and Moosepath Iron and Rolling Mills.

In 1849 Wm. H. Adams and S. R. Foster started the Georges Street Nail Factory, and some years later Mr. Foster became sole proprietor, having purchased the works from his partner. At a later day he introduced machinery for the manufacture of tacks, and since the advent of Confederation this branch of industry has assumed very large proportions.

Nail Factories were also established in Carleton and Kingston. These did not pay the proprietors, and after considerable money had been sunk in endeavoring to compel them to yield a return for the capital invested, they were shut down. Subsequently, the machinery was brought to St. John, and the greater portion of it is now in use in the Factories around the city. * * * * *

The number of men employed in the Saint John Nail and Tack Factories is about 272. At least 5,720 tons of Nails and Spikes are annually produced. The capital employed is \$650,000, and the amount paid in annual wages is \$56,800.

SHIP BREAD AND BISCUIT.

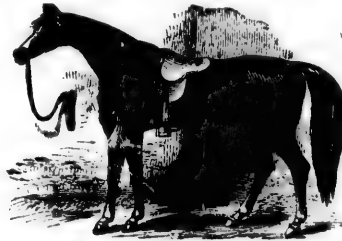
The names of Stephen Humbert, John Clark, Henry Gardner, Daniel Smith, and Skead Partelow are mentioned among the bakers who plied their trade in St. John during the early part of the present century, when rye was an important component of

MASSON & ROBB,

Dooly's Building, - - - 5 Waterloo Street.

PRACTICAL

SADDLE & HARNESS MAKERS.



Manufacturers of

Ladies' & Gentlemen's Riding Saddles.

PAIR HORSE AND SINGLE HARNESS,

Comprising the neatness of American with durability of English systems.

IMPORTERS OF

English and American Leather and Mountings, Saddles, Bridles, Martingals, Riding and Driving Switches and Whips, Bits, Spurs, Clipping and Singeing Apparatus, and everything necessary for the Stable or Road.

HORSE CLOTHING MADE TO ORDER.

JOHN MASSON, from Whippet & Co.'s, London, }
WILLIAM ROBB, from Pollock's, Glasgow. }

ST. JOHN, N. B.

"Several sets of Harness at this Establishment will compare favorably with any of this class of Goods manufactured in the United States, both in workmanship and material."—*Harness and Carriage Journal*, of Nov. 25th., 1871.

the bread eaten by the hardy pioneers and their families. The biscuit manufacture was carried on at an early period, and "Shoddy biscuit," composed of rye flour and stale bread, were in extensive demand.

Thomas Rankine may be justly called the father of biscuit manufacture as it now exists. In 1844 he commenced by using hand machinery. Two years later he introduced horse power, and finding his business rapidly increasing, heralded a new era in the business by the introduction of steam in 1852.*

There are now about twenty-six bakeries in St. John, giving employment to 160 hands, paying \$64,500 in annual wages, and producing articles to the value of nearly \$400,000 from raw material valued at \$200,000.

BOOTS AND SHOES.

There are 73 shoemaking establishments in the City and County of St. John. These employ 1,071 men and women. The annual wages paid are \$262,000. The value of the raw material used is \$311,506, and the articles produced are worth \$717,632.

BRICKS.

There are three brick and tile-making concerns in St. John. The capital invested in brick and tile-making is \$30,000. The first brick house built in St. John is still standing at the corner of Germain and Church streets. It was built of brick imported from Scotland by Noun Disbrow, and is one of the curiosities of St. John.

CABINET AND FURNITURE-MAKING.

The manufacture of furniture was not carried on to any extent before 1810, when the card of Thomas Nisbett first made its appearance. In 1816, Adams & Smith, and Robert Box, late cabinet-maker to His Majesty George the Fourth, went into the trade. They were all good workmen, but their business was confined to the production of articles of utility, rather than of luxury. * * * * *

At the present time, though large quantities of furniture are imported from the United States and Canada, St. John has three extensive steam manufactories, besides several thrifty establishments where steam is not employed. Altogether, there are 10 concerns, employing 150 hands, and paying yearly wages to the amount of \$50,000. Raw material to the value of \$50,000 is annually worked up, and is made to yield \$160,000. The capital invested is \$148,000.

CARRIAGE MAKING.

It is obvious that the early settlers of St. John were not given to carriage driving, for the very simple reason that carriage roads did not exist in the land of their adoption. Paths answered the limited requirements of those who journeyed, and horses and saddles were the universal mode of conveyance for the ordinary traveller. Panniers were used when accommodation was required, and for the carriage of freight, such as barrels of flour, etc., over the rough highway, an old-fashioned dray was used. This consisted of two long poles, which answered for shafts, and were allowed to drag their rear ends on the ground. A cross-piece, with two upright stakes, made a conveyance resembling one of our well-known drays without the wheels, and this simple contrivance was used by the good people of Partridge for the purpose of short travels.

About the commencement of the present century, Edward Sands, merchant, who then carried on business on Water street, imported the first four-wheeled carriage ever brought into New Brunswick. It was an English phaeton, and it may be safely inferred

*Since the above was written, we regret to record the death of Mr. Thos. Rankine. The business has, therefore, now passed into the hands of his sons, who are very worthy successors.

1875.

1875.

GRAND FALL MEETING.
MOOSEPATH DRIVING PARK,
SAINT JOHN, N. B.

THREE DAYS' RACING,

September 28th., 29th. and 30th.

\$1600.00 IN GOLD.

PRESIDENT, - - - J. B. HAMM.

DIRECTORS:

GEO. A. BARKER, DAVID McLELLAN, C. H. WRIGHT, A. N. SHAW.

G. R. PUGSLEY, Secretary.

PROGRAMME.

First Day—Tuesday, September 28th.

- No. 1—PURSE \$150.**—For Horses that have never beaten 3 minutes. \$90 to first, \$40 to second, \$20 to third.
No. 2—PURSE \$150.—For horses that have never beaten 2.40. \$90 to first, \$40 to second, \$20 to third.
No. 3—Running Race—PURSE \$100.—Open to all Dominion Bred Horses. \$75 to first, \$25 to second.

Second Day—Wednesday, September 29th.

- No. 4—PURSE \$150.**—For all horses that have never beaten 2.50. \$90 to first, \$40 to second, \$20 to third.
No. 5—Running Race—PURSE \$200.—Open to all Running Horses. \$150 to first, \$50 to second.
No. 6—PURSE \$200.—For all horses that have never beaten 2.35. \$125 to first, \$50 to second, \$25 to third.

Third Day—Thursday, September 30th.

- No. 7—PURSE \$150.**—For Colts four years old and under. \$90 to first, \$40 to second, \$20 to third.
No. 8—SWEEPSTAKES—PURSE \$400.—Open to all. \$250 to first, \$100 to second, \$50 to third.
No. 9—CONSOLATION PURSE OF \$100.—Open to all Running Horses that compete at this meeting and do not win first money. \$75 to first, \$25 to second.

All races except Nos. 3, 5 and 9 to be Mile Heats, best three in five to Harness. A horse distancing the field will be allowed first money only. In all the races there must be three to enter and two to start.

Nos. 3, 5 and 9 races, Mile Heats, best two in three, horses will be required to carry weights as follows: 3 years old, 100 lbs., 4 years, 114 lbs., 5 years, 124 lbs., 6 years and aged, 131 lbs. Thoroughbreds to carry 7 lbs. extra. The usual allowance of 3 lbs. to Mares and Geldings.

All Entries must be made under cover, enclosing entrance money (ten per cent of purse), and sealed and addressed to the Secretary, Saint John, N. B., and the same will close at Secretary's Office, 72 Prince William Street, St. John, on Tuesday, the 21st day of September next, at 9 o'clock, P. M.

G. R. PUGSLEY, Secretary.

NOTE.—The Great Provincial Exhibition will be held in the City of Saint John during the week of the above races, which will afford additional interest and amusement to visitors. Excursion Return Tickets to Saint John, at one fare will be sold by all E. E. and Steamship Lines on Saturday, 28th September and sold through till 30th September, good to return until Monday, October 2nd. The same arrangement has been made for Horses entered for the above races.

red that the occasion of its appearance on the streets was one of no small commotion among the boys and girls of the period. This conveyance was drawn by two horses, for a mail stage between Kingston and St. John, that road being the first carriage drive out of the city.

In 1820, one Peterson commenced to manufacture carriages as a trade, and was soon followed by Samuel Skinner in Ridler's Alley. Other factories arose in time, but it was not until 1854 that steam was applied to the industry. This stroke of enterprise was due to the efforts of Jeremiah Harrison, of Portland. Two years later, Messrs. Crothers, Price & Shaw, began to employ steam in their establishment, and since then the business has continued to flourish, every year finding an increased demand for carriages of native manufacture. There are now 10 carriage and sleigh manufactories in the city and suburbs, giving employment to about 120 mechanics, with a yearly expenditure for wages of over \$43,580. The raw material used is of the value of at least \$40,000, and when manufactured amounts to over \$112,000. The capital invested is \$60,000.

COOPERAGE.

Few, save the old inhabitants, are aware that "Cooper's Alley," as the lower portion of Church street is still called, is the scene of the operations of St. John's first cooper. This man was Andrew Smart, who lived and plied his adze during the early part of the city's history, and who made the tubs, pails and water casks for the hard working Loyalists and their hard working wives. The industry is one which has had a fair increase, there being now five shops, employing about 10 hands, who receive altogether nearly \$4,500 in wages, and from about \$3,000 worth of material produce between \$10,000 and \$11,000 worth of stock. A large number of men are engaged during the winter months in the manufacture of fish barrels.

HARNESS MAKING.

Jacob Roome, of St. James' street, manufactured harness, to a small extent, as far back as 1795, and was the pioneer of that industry in New Brunswick. It is now assuming good proportions, there being nine shops, employing about 63 workmen, who receive nearly \$26,208 for annual wages. At least \$50,000 worth of raw material is used, and is made to yield \$133,364 worth of finished stock, which enjoys a wide reputation for excellence of manufacture.

FOUNDRIES AND MACHINE SHOPS.

In 1831 Messrs. Harris & Allan established, in Portland, the first foundry erected in New Brunswick. Since then the business has increased to a remarkable extent. In St. John there are now ten foundries, besides machine shops. These employ 426 hands; pay at least \$175,000 in wages, consume about \$130,000 worth of raw material, and put about \$500,000 worth of manufactured articles upon the market each year. There are about 20 other foundries, etc., in other parts of the Province. The capital invested in St. John is \$495,000.

The first importation of pig iron was made by Harris & Allan, and consisted of 20 tons,—a large quantity in those days. From this lot was cast the first Franklin stove made in New Brunswick, the order being given by Mr. Jeremiah Gove. Mr. Vanwart, of Long Reach, gave the first order for mill castings, these being some winged gudgeons. In 1836 Mr. Fleming constructed the first complete engine and boiler.

A better idea of the progress and present extent of this important industry may be obtained by a perusal of the biographical sketches of the leading foundrymen. These

ESTABLISHED 1819.



HUTCHINSON,

Chronometer, Watchmaker, Optician, &c.

MANUFACTURER OF

FINE GOLD JEWELLERY,
Precious Stones Set to Order.

DEALER IN

WATCHES, CLOCKS, JEWELLERY,

OPERA, MARINE AND FIELD GLASSES,

SPECTACLES, &c.

Fine Chronometer, Watch and Jewellery work, by experienced workmen, on the premises.

GEORGE HUTCHINSON, Jr.,

No. 2 IMPERIAL BUILDINGS,

Prince William Street.

Samples of my Goods will be seen at the M. and M. Exhibition.

THE TIME BALL

On Top of Custom House Building, Saint John, N. B.

Will be hoisted half its elevation each day (Sunday excepted) at fifteen minutes before 1 o'clock. At one minute before 1 o'clock it will be hoisted its full height; and at 1 o'clock, mean time, the Ball will be dropped. A Chronometer, keeping correct Greenwich time, should then show 5h, 24m, 15s., and the difference between this and the time shown by a Chronometer, is its true error on Greenwich time at that moment.

As the above hour of 1 o'clock, when the Ball drops, represents 5h, 24m, 15s. Greenwich time, the error of a Chronometer may be ascertained, no matter where the Ship is lying.

Masters of vessels arriving at Saint John should compare their Chronometers by the Time Ball, as it will enable them to get the sea rate, which frequently varies from harbor rates.

Latitude, 45d. 15m. 42s. N.

Longitude, 1h, 24m. 15s. West.

GEO. HUTCHINSON, Jr., Director.

are so sufficiently descriptive of the advances made during the past forty years, that it is unnecessary to go into further details in this subject.

Railway carriage making, which was first undertaken by Mr. F. James, is now carried on by Messrs. Harris & Co. in connection with their foundry.

SAW MILLS.

As far back as 1790 two saw mills were built at the Aboulevard, at the Marsh. These were driven by water power, and were owned by Messrs. Hayward and Simonds. The same parties soon after had another mill in operation near the place now known as Portland Bridge. After the introduction of steam, and its application to other industries, Captain Otty built, at Straight Shore, the first steam saw mill in our Province. At a later period this was used as a grist mill, but never paid its proprietors, on account of the oppressive tax on cereals.

* * * * * The mills of St. John and its vicinity, which send forth a large portion of the lumber shipped from the Province, are twenty-seven in number, and, when in full operation, employ about 2,225 hands. The depression of the lumber trade has, therefore, a very marked effect on the condition of all classes, as millmen are a class who, as a rule, circulate a large amount of money, and furnish a powerful impetus to retail trade of all kinds. When saw mills shut down, through a lack of activity in the lumber market, a large class of men are thrown out of employment, and shop-keepers, who deal in all save the absolute necessities of life, feel a sadness which exists at no other time. This has, unhappily, been the case of late, and the consequences are already felt in all classes of society. In the city of St. John alone, \$1,484,000 is invested in saw and planing mills, and \$639,500 are paid in annual wages.

TANNERIES.

Tanning is an old trade everywhere, and was carried on in St. John as early as 1790, when we find the name of William Melick as the pioneer tanner. D. Ansley, John Jordan and a Mr. Harding soon after engaged in the trade, and in 1838 Barzilla Ansley introduced steam into the work. St. John now has five extensive steam tanneries, employing about 75 hands, and paying over \$30,000 annually for wages. Skins, etc., to the value of over \$75,000, are made into leather, which brings over \$155,000 per annum. The capital invested is \$180,000.

TAILORS AND CLOTHIERS.

Nearly eight hundred men and women find employment in the manufacture of clothing in St. John City and County. Not more than fifty of these are under sixteen years of age, and the wages of all amount yearly to nearly \$150,000. Out of about \$400,000 worth of cloth, their busy hands produce nearly \$700,000 worth of clothing of all kinds, and suitable for every rank and occupation. Two-thirds of these are women. The capital invested is \$325,000.

St. John's first "fashionable tailor" made his bow to the public about the year 1800. His name was Matthew Partelow, and as everything was made to measure, without the modern haste, he, doubtless, was an individual of no inconsiderable magnitude in the estimation of the townsfolk. Ready-made, or "slop" clothing, was introduced about 1820 by William Smith, who afterwards enjoyed the reward of his enterprise in the title of "Ready-made Smith," bestowed on him by the appreciative public. Ready-made clothing was afterwards imported to a very large extent, and it is only within a few years that the home production has been nearly sufficient to exclude the English importations.

SAINT JOHN
SLATE MANTEL

MARBLEIZING WORKS.

Wilson, Gilmour & Co.,

SALESROOM:

75 PRINCE WILLIAM STREET,

TWO DOORS SOUTH OF NEW POST OFFICE. NEXT TO BANK OF NEW BRUNSWICK.

MANUFACTURERS OF

MARBLEIZED SLATE MANTELS.

AND DEALERS IN

Cook, Hall and Parlor STOVES,

REGISTER GRATES,

RANGES, &c..

THE CELEBRATED MEDALLION PORTABLE RANGE
A SPECIALTY.

WOOLLEN CLOTH MAKING

Is an industry which has not flourished in St. John, and steam factories are of comparatively recent introduction. * * * * *

A large quantity of woollen cloth is still woven by hand in various parts of the country, but comparatively little of it finds its way to the city. The manufacture of woollen is at present badly in need of capital and enterprise to make it a success.

COTTON FACTORIES.

In strong contrast to the non-success of the manufacture of woollens, the cotton factory of Messrs. Parks & Son claims attention. It is a success in every way, and is yielding satisfactory financial returns for the enterprise of the proprietors in venturing upon so large an outlay in what was at the time a doubtful experiment. The Mispeck and Silver Falls Mills are also in successful operation, and the prospects are that both will be taxed to their utmost to supply the export and home demand. About 215 hands are employed, at a yearly cost of over \$25,000. The raw material used is valued at about \$170,000, and the value of the cottons produced is over \$250,000. The capital invested is about \$200,000.

BOAT BUILDING.

John Lawton, one of the Loyalists, was the first to engage in boat building in St. John. He taught his sons the trade, and, as all took kindly to it, the business spread through the means of the Lawton family. Two of John Lawton's descendants are engaged in this occupation at the present time. In the City and County there are now 14 establishments, giving employment to about 25 hands. These receive over \$5,000 in yearly wages, and turn out over \$10,000 worth of work. The boats are of every description, for hard service or for pleasure, and alike possess a good name wherever they have gone. The St. John race boats are well known everywhere since the day when a St. John crew, in a boat built in their native city, astonished the world and earned the name of champions by their triumph on the Seine.

BRUSH MAKING.

Mr. Andrews, of Carleton, was the first who attempted the manufacture of brushes in New Brunswick. He commenced operations about twenty years ago, using only hand labor, and is still plying his trade. Mr. John Murphy was the first to carry on the work extensively, and he is now the senior partner of Murphy, Simms & Co., whose extensive steam manufactory is widely known. This firm exports goods to all parts of the Dominion, and, in times of good demand, employs a large number of hands. Over fifty persons find regular employment at this occupation in St. John, and, at this and broom making, receive about \$12,000 in annual wages. The raw material used exceeds \$18,000 annually, and the finished products are valued at over \$41,000. About \$20,000 capital is invested.

HATS, CAPS AND FURS.

To those versed in the records of Old Times, few names are more familiar than that of Thatcher Sears. He was one of the Loyalists, and drew a lot on the north side of King street, the place being now occupied by the W. U. Telegraph office. On this lot he erected one of the rude houses of those days, with a shop attached, and carried on fur trading and the manufacture of hats. There is every reason to believe that a beaver hat manufactured by him was the first specimen of St. John manufactures. In Those days the gentleman's hat was a "Castor," and the article worn by the ladies bore

P. J. QUINN,

IMPORTER OF


CLOTHS,

GENERAL DRY GOODS,

READY-MADE CLOTHING,

AND

Gents' Furnishing Goods.

 A first-class American Cutter to superintend the Custom Department.

**NO. 29 DOCK STREET,
ST. JOHN, N. B.**

the less euphonious title of the "Beef Eater." Both of these styles were manufactured by Thatcher Sears. Colonel Billop, one of the Loyalists, has the distinction of being the man for whom the first native hat was made.

At the present day the manufacture of hats and caps is conducted by six establishments, giving employment to about seventy male and female operatives. The manufacture of furs is allied with the above, and within the past twenty-five years has assumed a high degree of excellence. In hats, caps and furs, over \$30,000 worth of goods are annually produced in Saint John.

WATCHMAKERS AND JEWELLERS.

Alexander Munro, who put up his sign as Gold and Silver Smith, in 1795, shared with a Mr. Booth, who appeared in 1799, the watch-mending and jewellery business of the early settlers. James Burns commenced in 1810, and in 1819 Mr. Hutchinson began the manufacture of eight-day clocks. The cases of these clocks were made by resident cabinet makers. At a later date, when the New Englanders began to make their renowned Yankee clocks, the manufacture in St. John received a check by the importation of cheap time-pieces from across the border. Many excellent clocks made by Mr. Hutchinson are still in existence and doing good service. The establishment is still carried on by Mr. Geo. Hutchinson, jr.

Fine jewellery, equalling any imported from abroad, is now manufactured at four different establishments in the city, which give employment to a number of skilled artisans. The jewellery and watch-making concerns are twenty-one in number, and give employment to forty-two hands. Over \$20,000 is annually paid for wages, and about \$50,000 worth of articles are produced. The capital invested is \$168,000.

SOAP AND CANDLES.

Asa Blakslee introduced the manufacture of soap and candles into St. John in 1785. The business has been carried on with success for many years past, and little or no soap of the common kind is now imported. Five factories are in operation in St. John, and give employment to twenty-five persons. The value of the soap and candles produced annually is \$37,000. The wages paid exceed \$12,000, and the capital invested is \$40,000.

BRASS FOUNDRIES.

The business of brass founding has been carried on in St. John since 1818, having been introduced by John Bany. There are now five foundries, employing about fifty persons, with a capital of \$40,000, and paying \$20,000 in yearly wages.

SAFES.

Fire and burglar-proof safes, of a very superior description, are now manufactured in St. John. The business was unknown here twenty years ago, but the articles which have been turned out during the past few years have already acquired an excellent reputation wherever they have been tested. They are fully equal to any of the best imported ones, and have triumphantly undergone some crucial tests. As a consequence, the people of the Provinces order the safes from the St. John makers, and have every reason to be satisfied with the result. The two factories now in operation employ 27 men, who receive \$11,250 in yearly wages. The value of the safes manufactured annually is \$ ——. The capital invested is \$22,500.

T. B. HAWKINGTON,

AUCTIONEER

AND


Commission Merchant,

31 Prince William Street,

ST. JOHN, N. B.



Prompt Sales and immediate Cash Returns in all cases.

 Special arrangements will be made with Exhibitors at the Manufacturers' and Mechanics' Exhibition to sell any articles at Auction at close of the Exhibition.

LIME BURNING.

The limestone formation around the city of St. John and the excellent quality of the lime produced therefrom, causes this branch of industry to be engaged in to a considerable extent. The early settlers started the first kiln at Pleasant Point, opposite Indiantown. There are now some 15 kilns in the City and County, which give employment to between 60 and 70 men, and produce over \$37,000 worth of lime annually.

OTHER INDUSTRIES.

In addition to the manufactures and industries enumerated in the preceding pages, the following additional statistics will be found of interest. The establishments below mentioned are situated in the city proper:

No.	Industry.	Capital.	Hands	Am. Wages
32	Builders.....	\$ 33,000	1320	\$495,000
2	Breweries.....	20,000	20	9,000
5	Book-Binders.....	40,000	20	9,000
8	Block and Pump Makers.....	48,000	80	50,000
8	Carvers.....	34,000	72	14,500
2	Coffee and Spice Mills.....	33,000	13	6,000
16	Confectioners.....	40,000	40	25,000
1	Collar Manufactory (Paper).....	15,000	12	2,000
3	Engravers.....	6,000	6	3,000
1	File Maker.....	2,000	5	2,500
1	Fishing Tackle Manufactory.....	2,000	2	1,000
2	Iron Knee.....	40,000	60	30,000
1	Last Factory.....	4,000	5	2,500
7	Marble Workers.....	140,000	70	35,000
2	Mattress Makers.....	5,000	5	2,250
1	Match Factory.....	40,000	30	6,250
60	Milliners.....	325,500	750	143,520
1	Oil Clothing Manufactory.....	8,000	5	2,600
2	Paint and Lead Mfrs.....	27,000	13	11,080
3	Pianoforte and Organ Mfrs.....	30,000	24	11,500
25	Painters and Decorators.....		100	40,000
2	Patent Medicine.....	16,000	6	2,400
2	Paper Bag Makers.....	2,000	17	2,600
2	Potteries.....	45,000	15	3,900
12	Printers.....	400,000	150	70,000
7	Riggers.....	56,000	70	37,000
3	Rope-Makers.....	64,000	60	28,100
3	Sash and Blind Makers.....	60,000	210	60,000
6	Sail Makers.....	48,000	60	35,000
4	Saw Makers.....	24,000	24	5,000
7	Ship-Smiths.....	42,000	35	16,500
2	Spar Makers.....	8,000	10	4,500
2	Steam Fitters.....	60,000	20	10,000
19	Tin and Copper Smiths.....	60,000	71	20,950
1	Tobacco Manufacturer.....	25,000	45	5,000
2	Trunk Makers.....	40,000	20	5,000
9	Undertakers.....	21,000	27	11,200

The foregoing gives a good idea of the manufactures and industries of Saint John at the present time. In nearly all branches the figures will be found to exceed those

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WILLIAM HILLMAN,
GOLD, SILVER AND BRASS PLATER,

And Manufacturer of all kinds of

CARRIAGE AND HARNESS MOUNTINGS.

SILVERWARE REPLATED,

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DOOR PLATES, DOOR NUMBERS AND LETTERS A SPECIALTY.

ELECTRO PLATING AND GILDING

DONE AT SHORT NOTICE.

60 CHARLOTTE STREET, (S. W. Corner King Square.)

RUBBER DEPOT.

Just Received from Canada and the United States:

249 CASES

Rubber Boots and Shoes,

FOR LADIES, GENTS AND CHILDREN,

—INCLUDING—

RUBBER-FOXED FELT GOODS

OF EVERY DESCRIPTION.

For Sale Low---Wholesale and Retail.

EDWIN FROST & CO.,

43 King Street, - - St. John.

given by the census of 1871. Apart from the fact that the latter is not in all respects reliable, the manufactures of the city have made great progress during the past few years, and in some instances have exceeded the most sanguine expectations of those immediately interested. At a meeting of the manufacturers and mechanics of St. John, held in January last to consider the proposed Reciprocity Treaty, Mr. W. E. Everitt, a prominent founder, gave some interesting statistics, which were the result of a careful inquiry by a committee appointed for the purpose. He gave the total number of manufacturing establishments in the city proper at 614, employing 9,513 operatives, and paying \$3,318,874 wages annually. He stated that this amount had doubled during the past five years, and, if properly nurtured, would double itself again in the next five years. He considered, from his observations, that the Maritime Provinces, if fairly treated, must of necessity become a great manufacturing centre, and it may be inferred from the relative position of St. John to other places that it must increase year by year in the number and value of its industries. There is every reason to hope for a fulfilment of Mr. Everitt's prediction.

Much care has been taken to ensure accuracy in the preceding statistics, and though it has been a work of no little difficulty to obtain the correct figures in many branches of manufactures, it may be safely assumed that those given are reliable. The statements first obtained were, so far as possible, verified by subsequent observation and careful inquiry. This has involved a large amount of labor on the part of those engaged in the work; but they are under obligations to many manufacturers and others who willingly assisted them by giving such information as was in their power. Perfect accuracy in any work of this kind is impossible, and in many cases only an approximation can be given. Where this has been unavoidable the publisher has endeavored to have such approximation so correct, that as much reliance can be placed upon it as can usually be placed upon positive statistics which the compilers of other works profess to be indisputable.

In some cases, where a large number of the industries are situated around St. John, but outside the actual limits of the city, the figures given represent the industries of the County. These include the saw mills and some others, which will be readily known without explanation. As a rule, however, the figures apply only to the city proper and Portland.

The historical sketch of many of the industries has been obtained after a diligent inquiry from various sources, and contains information never before published. It will, doubtless, prove of interest to many, and will be an interesting reminder of the days of Auld Lang Syne.

From a chapter on the Business Prospects and Possibilities of St. John in the same publication—"St. John and its Business"—we make the following extract:

"As a manufacturing city St. John already takes a respectable position, as has been already shown in the foregoing pages, but what St. John is now in that regard can only be taken as a slight earnest of its future position with respect to manufactures. Now it manufactures mainly for a local and limited market, and necessarily so, but that will not always be the case, and the time will come when St. John will be the greatest manufacturing city in Canada. This may seem a bold prophecy, but any one who examines into the matter will presently be convinced of its truth. The main elements which go to make up a successful manufacturing town are cheapness of fuel for the movement of machinery, cheap and easy means of transit for the bringing of raw material, similar facilities for the distribution of manufactured goods, and cheap labor. We say nothing of capital or skill, which are both necessary for the successful carrying on of manufactures, for skill can be purchased and transplanted and capital will go wherever it can

FELLOWS' HYPOPHOSPHITES

IS EMPHATICALLY

A NERVOUS TONIC

AND

NERVOUS RESTORER.

As nerve is the base and main-spring of life,

FELLOWS' HYPOPHOSPHITES

Contains the Elements of Life.

To prolong Youth, use Fellows' Hypophosphites.

To renew Youth, use Fellows' Hypophosphites.

To sustain Age, use Fellows' Hypophosphites.

Fellows' Hypophosphites enables man to endure fatigue of mind and body.

Fellows' Hypophosphites enables man to grapple with difficulties, mental and bodily.

Fellows' Hypophosphites will cheer up the grief-stricken and oppressed.

Fellows' Hypophosphites will not stimulate, but strengthen.

For what Fellows' Hypophosphites cures, we refer to the

"MEDICAL MONTHLY,"

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ST. JOHN, N. B.

be used to the best advantage. The matter of cheap labor may also be summarily dismissed, for although labor in St. John cannot be truly called cheap, it does not differ materially in that respect from other towns in Canada. Cheap fuel, however, we have beyond any other city in Canada. Our own coal mines and those of Nova Scotia furnish us with an abundant supply of fuel at a low rate and at all times accessible. No city in the Upper Provinces can ever compete with us in this particular. The sea, also, while it gives us the cheapest and readiest means of bringing fuel to our factories is equally available for the carriage of raw material. On this broad and universal highway whatever we want can be brought to us with the greatest facility and the greatest dispatch, whether it be cotton from the South, sugar from the West Indies, or the products of eastern climes. Our unrivalled position on the seaboard, within easy reach of all countries that can be approached by water, gives us an enormous advantage with respect to manufacturing. The only remaining element which remains to be discussed, the possession of facilities for the distribution of manufactured goods, we do not yet possess in as ample degree as is desirable, and this alone has retarded our manufacturing industries. But our position in this respect is rapidly improving and in a very few years will be such as to leave nothing more to be desired, for St. John is rapidly becoming a great railway centre and adding yearly to the extent of country which must become tributary to it.

It is considerably less than twenty years ago since the first locomotive was seen in St. John, and it is only about fifteen years since the line to Shediac was opened for traffic. Yet already we have a railway communication with Halifax, Pictou, Fredericton, Woodstock, St. Andrews, St. Stephen, Bangor, Boston, and every other town of any size in the United States. We are now able to reach Montreal and Quebec via the European and North American Railway and the Grand Trunk, and this year we will be able to reach these cities and likewise Miramichi, Bathurst, Dalhousie and Campbelltown by the Intercolonial. Nor is this all. By the Lake Megantic Railroad, which is now under construction, St. John will be brought within 440 miles of Montreal and 773 of Toronto. This will give us, what we mainly want at present, swift and ready means of access to the great cities of the Upper Provinces and the large centres of population. When we have that, as we soon will have, there will be no reason why St. John should not manufacture more largely than any other town in Canada, and send the products of her looms, her foundries and her workshops all through that great western country from which we have hitherto been cut off by natural barriers. We shall indulge in no vain boasts, but those who live to see St. John ten years hence will see such an increase of manufactures as we can now scarcely conceive possible, and which would not be possible, but for the splendid means of communication with the rest of Canada which it will then possess.

JAMES S. MAY,
MERCHANT TAILOR,

Would respectfully call the attention

OF THE

RESIDENTS AND TRAVELLING PUBLIC

OF

ST. JOHN AND VICINITY

TO HIS LARGE AND WELL SELECTED STOCK OF

CLOTHS,

SUITABLE FOR

Fall and Winter Wear,

COMPRISING

ALL THE NEWEST AND MOST DESIRABLE STYLES IN

English, French and Scotch Goods.

66 Prince William Street,
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See Samples of my Manufacture on Exhibition.

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FILE WORKS.

The Subscriber having opened the above Premises
is prepared to

RE-CUT

ALL KINDS OF

FILES AND RASPS.

Having had six years' experience in leading File
Works of the United States, he guarantees satisfaction,
and a saving of fully fifty per cent on the original
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AN ASSORTMENT OF NEW AND RE-CUT FILES

ALWAYS ON HAND.

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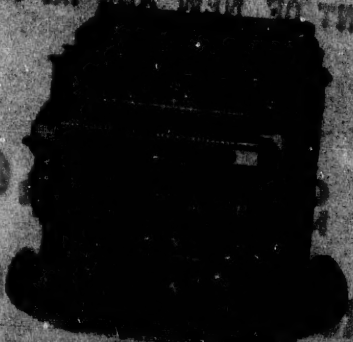
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HAINES BROTHERS
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Musical and Musical Merchandise

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1844
1845
1846

1847

1848
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1850